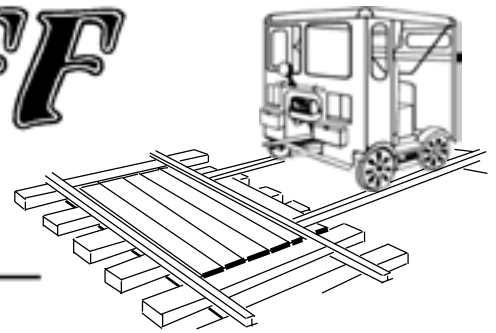


# THE SETOFF

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

*May/June 2002 Volume 16 - No. 2*



## **Inside:**

<i>From the President .....</i>	<i>2</i>	<i>Trip Reviews with Pics .....</i>	<i>10</i>
<i>Onan Plug Fouling .....</i>	<i>4</i>	<i>Want Ads .....</i>	<i>11</i>
<i>Getting Your Motorcar There .....</i>	<i>5</i>	<i>Excursions .....</i>	<i>18</i>

## Please submit materials

for the July/August issue  
of  
**THE SETOFF**  
by June 28  
as follows:

### Classified Ads

### Excursion Announcements

Bill Coulson  
2101 Westview Court  
Modesto CA 95358-1091  
[wcoulson@softcom.net](mailto:wcoulson@softcom.net)

### Letters to the Editor

### All other Materials

### Photos

Jan Taylor  
917 Park View Way  
Missoula MT 59803  
[jtaylor@montana.com](mailto:jtaylor@montana.com)

## Cover Photo

*At rest along the  
Flathead River—  
near Paradise—*

*Montana, that is, on  
Montana Rail Link,  
July 2001.  
Rick Leach Photo*

## From the Observation car

Ron Zammit

As most of you know by now, we have the needed number of insured for the liability program to continue as before, except no one is allowed to join until next year's enrollment period. I'd like to thank all for making this a success, in light of the changes required by the insurance company. And thanks to Tom Norman and Al McCracken for all the work they did in late March, getting all the late folks processed on time. There was a big rush at the end!

Next, I'd like to thank Rich Stivers for doing such an excellent job as webmaster; he has passed the position to Jeremy Winkworth. If you care to see the changes Rich has made, check our page at [www.narcoa.org](http://www.narcoa.org), and then check the primitive page I first put up at [www.calpoly.edu/~rzammit](http://www.calpoly.edu/~rzammit). There is quite a difference, and a lot of work on Rich's part made it possible.

In other news, Darren Doss has decided to produce a motorcar roster for all motorcars. He has been working on a roster for IC/GM&O and that one is quite large. I admire Darren's courage for taking on such a huge task, and I hope all of you will help. He will talk about this in a future article. The product, if anything like the ten-page list he has on the IC/GM&O cars, will be outstanding.

In this issue of the SETOFF are ballots for the upcoming election for directors for odd-numbered Areas. I urge all who have ballots to vote. As Area 11's members can see, my name is not on the ballot, so I'd like to announce to all that my retirement from motorcar "politics" is to be this fall.

The reasons for this are many, but the one I'd like to explore here is the age factor. I'm 55, and most of the folks in this hobby are 50 or over, with very few young folks in the system. I sincerely hope that younger people with young perspectives will step forward for leadership roles, as we need to think of what happens in a decade or two. Will this hobby die because most of its members are old? I certainly hope not, but we need to get the younger folks interested, first as passengers, then as active members. Warren Riccitelli is one person doing active work on this—he's involved the Boy Scouts in his area. What could each of us do?

It has been quite a trip doing the politics, starting a decade ago when I became the founding president of MOW. There have been high and low spots along the way, and many of you helped. There was so much support for my ideas, I never lost an election, and I thank you very much for that support over the years. All I did was follow the lead of other hobbies and apply operations to our needs. I'm not sure how I'll close things out next issue—my last—but for now, I'll like to leave all of you for some things to think about for the future. If you are aspiring to leadership or just voting and choosing on issues, these are things which will probably be important. There is no particular order.

1. Safety: This is one area where we all contribute. It is so important that I'll write a separate piece on it for the next issue of the **SETOFF**. (I've written about it several times, but just can't seem to get it correct, so maybe in two months I'll have the correct words.)

2. Youth: The aging of our membership implies that we need to be more active in getting young adults interested in the hobby.

3. The Railroads: We have been doing well here. NARCOA always needs to treat them as a business, with respect and honesty. Excursion coordinators, our front line to the railroads, must always be our best people.

4. FRA: NARCOA must take the stance it is to be treated as a valid organization, just as a railroad, and a proper user of the nation's rail network. We always need to interact with FRA just as the railroads do, in a professional manner, with honesty and openness.

5. Legal: All forms and releases need to be updated and checked on a regular basis. The legal system is always changing, and these very important paper items need updating when the rules change.

6. Insurance, our lifeblood: Tom Norman has done a fantastic job, year after year. We always need to be prepared for change, as world events will always be changing this important part of our hobby.

On Items 4 and 5, a person in the legal profession should always be part of our group. For years, I have relied on John Smith, a former Southern Pacific lawyer. John was also familiar FRA issues. He gave his advice *pro bono* to guide me, and it will be tough to find a replacement, as he is retiring from the hobby. (And thanks for all your help, John.)

One sleeper issue is that of home-built motor cars. Issues here include defining what is home-built versus factory-built? What modifications change the classification? What should be allowed in size, power, braking systems, seating positions, etc. This will be an issue NARCOA must come to grips with, as our supply of "factory" cars is essentially gone.

Well until the next and final column, happy rails.

Ron

*MOW and PRO meet at Ukiah, CA April 20th. MOW is southbound following the railroad Hy-rail on the left (the main) while PRO is northbound at right on the siding. Is this a first—two separate affiliates meeting on the same railroad? Many thanks to Tom Slivka, Steve Paluso, and Doug Jensen for organizing this meet and the excursions.*



## 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 withheld 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 16 Number 2

**THE SETOFF**  
Editor  
Jan Taylor  
917 Park View Way  
Missoula MT 59803  
jtaylor@montana.com

**THE SETOFF**  
Publisher  
Ernie Jeschke  
4106 N. Adrian Hwy.  
Adrian MI 49221  
ejeske@tc3net.com

**NARCOA**  
Membership  
Joel Williams  
Box 802  
Lock Haven, PA 17745  
joel.williams@horizonpcs.com

**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 \$20.00 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>

## Hey Buddy, can you spare a buck?

by Jim Spicer



*If you don't have a wheel bolt wrench, next time you are near a pawn shop stop in and buy a 15/16" combination wrench. Most second hand stores have bins full of used wrenches for about a dollar each. Two inches from the bolt head center, heat and bend 70 degrees.*

## Postings from the [NARCOAforum] Subject: Re: [NARCOAforum] Onan plug fouling

List,

I have recently experienced a number of right cylinder plug fouling on my Onan MT-19. When I take the plug out, turn the engine over, a larger amount of mixture sprays out, compared to the left cylinder. Any ideas or remedies?

Thanks for any help.  
Rick

FWIW ..... And this is my opinion only, since I've never encountered the problem on any of the Onans that I have owned.

The right-hand cylinder has to do more work to expel the exhaust gases than the left-hand cylinder. The length of the exhaust pipe is longer, and the transition to the single exhaust outlet is not smooth. If there is any valve overlap (intake valve starting to open before exhaust valve is completely closed) in the Onan's design, which is a common design feature of most 4-stroke engines, the greater exhaust back pressure on the right cylinder could reduce the incoming gas/air charge as well as leave a residual amount of hot exhaust. All of this can make the right cylinder run hotter than the left cylinder. I would suggest that any auto mechanics out there who have access to a pyrometer measure the respective cylinder head temperatures to add some scientific evidence to my speculation here. The hotter-running cylinder would tend to carbonize the lubricating oil around the rings/ring lands of the right cylinder, which in turn can lead to the right cylinder "using oil" at a faster rate than the left cylinder as the engine gets up in operating hours.

In other words, I believe that a progressive series of events is happening due to the poor design of Onan's exhaust system. My recommendation would be to have someone (perhaps Les King) design a dual exhaust system for this engine, or to design a header that is more of a "Y" design to at least get the exhaust gases from each cylinder flowing in the same direction where the left and right exhaust pipes join, and then have the common outlet of a larger diameter than the diameter of the pipes at the exhaust manifolds.

Mike Paul

P.S. This summer, I had a Gale Banks monster exhaust system installed on my motor home, just before the motor home did a round trip from Wisconsin to Arizona and back in three weeks. This system included a muffler with a much larger "throat" inside, as well as larger inlet and outlets than the factory muffler. The exhaust pipe is 3-1/2 inches in diameter. The 460 Ford engine not only had a "throatier" sound after the exhaust system was installed, but more horsepower was directed at the rear wheels than before when some of the horsepower was wasted just trying to "push" the exhaust out the exhaust pipe! I believe that the Onan engine could also benefit by a "monster" exhaust system of some type.

## **LETTER TO THE EDITOR**

Jan Taylor  
Editor—THE SETOFF  
917 Park View Way  
Missoula, MT 59803

Dear Jan:

As an active member of NARCOA since its inception, I have read numerous interesting articles on various excursion trips, but my special interest has always been with the care and maintenance of our motor cars, trailers and related equipment. As a longtime “shade tree mechanic” with my personal vehicles and a restored antique automobile, it was a natural transition for me to graduate to the motorcar hobby back in 1990 when our hobby was just getting off the ground. At that time, starting with a repairable Fairmont 1942 Rock Island M-19, I also designed a custom trailer, which I had built. It has served me well for several years, but I have continued watching changes in many of the newer motorcar trailers, which have appeared at our meets. We have come a long way from the days of strapping, chaining and tying down our cars on various sizes of open, flat bed utility or farm trailers. It seems to

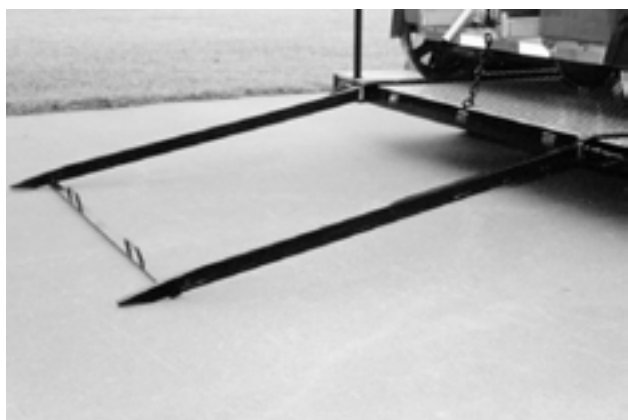
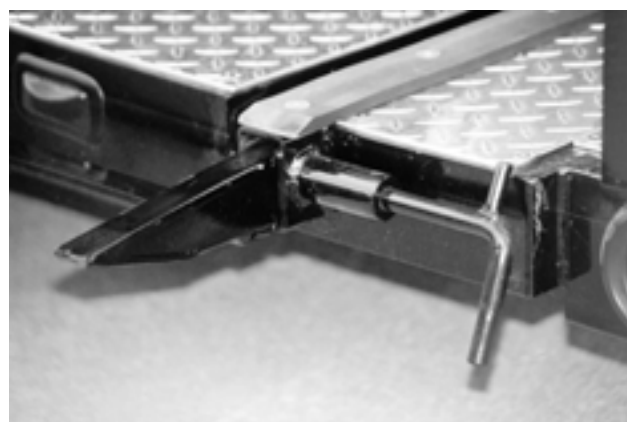
be the old adage “necessity is the mother of invention, that has created some interesting new trailers. Many of these are designed specifically for better, safer hauling and improved convenience in loading and unloading .

I have talked with many operators, gathering ideas, as well as working with several welders and trailer manufactures, allowing me to recently finalize a design to fill my specific needs. Foremost in these efforts was to improve the aerodynamics and reduce the effort and time taken to go through the loading and unloading procedures. Also, I wanted to reduce maintenance in keeping the trailer clean and improve its appearance, as well as general handling and safety.

After considerable searching, I finally located a local individual whom I found was well known for  
(cont. on page 8)

*Motorcar loaded on trailer and coupled to my Ford Explorer. Note inspection door in windbreak to allow access to safety front tie down turnbuckle.*

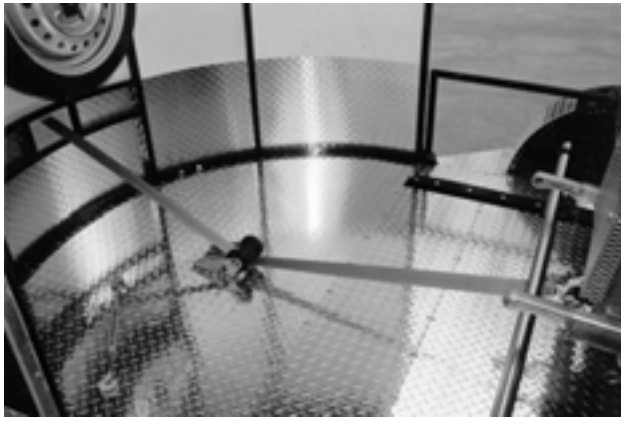




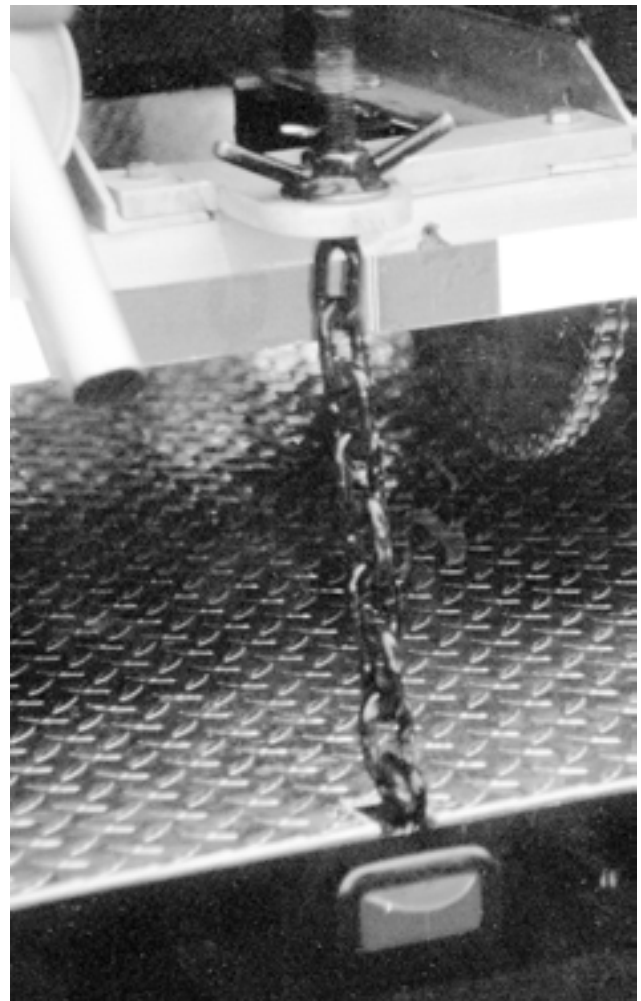
Profile of trailer deck is only one foot above road surface. This is due to torsion bar drop axle, 13" wheels and 6-ply rated trailer tires. Ramp elevation is also thereby greatly reduced to allow car to easily be cranked up on deck with hand winch using only one person. Self-storing dual ramps are 5'5" in length and are connected with double handle "gauge bar" affixed on swivel connectors each side to allow for uneven unloading on road surfaces. Tapered ends of ramps made from 1" by 2" rectangle tubing which stores by sliding into larger tubing making up trailer framework. Spring-loaded ramp locks to secure ramps in place when stored for transport. Note also "slot" in trailer decking for motorcar wheel flanges and 1/4" thick by 2" wide belting material to support and cushion motorcar wheels when loaded. Belting is riveted on trailer framework. Slot prevents side-to-side movement when motorcar is secured with front belt and rear chain.

Note rear tie-down chain and bolt lying on rear trailer deck. The top of the trailer windbreak was fabricated by a company who supplies these for "horse trailers". Sheeting on remainder of front of trailer is pre-painted aluminum riveted into place on framework.





*Strap coming from winch line, through slot in windbreak, under boat keel pulley and hooked to front motorcar hitch. "Doughnut-" size spare tire used and affixed to inside of windbreak. Looking inside through the inspection door, viewing boat keel pulley on deck, allowing belt to pull front of car "down" and "forward" during loading. Turnbuckle used as extra safety during transport. Rear chain has threaded bolt with added wings on nut to secure rear of motorcar through car rear hitch. Forward angle of chain shows position after car pulled forward into position, thus securing both front and rear of car without use of any wheel stops.*



*General Statistics:*

*Overall length 10' 10"  
Overall deck length 8'  
Width of windbreak 6'  
Height of windbreak (above deck) 5' 11"  
Overall width of entire trailer 7' 8"  
Net weight 760 Ibs.*

(cont. from page 5)

his welding and fabricating abilities in building race cars, truck beds and in completing all kinds of welding repairs and service. It was obvious in our early association that he was a perfectionist in his work, which attracted me to hiring him to fabricate my new trailer. One additional consideration, which most of us have was availability for inside storage space of our trailers. In most cases, a motorcar loaded on a trailer will not clear a standard garage door opening; if the front of the trailer windbreak is sufficiently tall to protect the motorcar, then the trailer will not fit into a garage. Therefore, we designed a tilt-front windbreak to allow it to lie down after the car has been stored separately. Also, it should be noted, that I determined that I did not want a completely enclosed trailer; that not only created more weight, but would prevent me from placing it in the garage with the clearance limitations.

The photos have been taken of the completed trailer showing the loading (unloading) process with my Fairmont MT-19.

While I do not expect much (if any) improved mileage, I can advise that in test loading and pulling the new loaded trailer it seems to handle very well. The real test will be in the hundreds of miles hauling my car to the various scheduled excursions for the new season. Should you or any of your readers have any questions please feel free to contact me.

David W. Calwell  
7171 SW Robins Drive  
Topeka KS 66601-1551  
Tel: (785) 478-4291  
[dwcawell@aol.com](mailto:dwcawell@aol.com)  
Dated: March 8, 2002

*View of trailer after windbreak tie down bolts (2) removed and windbreak tilted backwards from the two hinged points onto deck trailer for inside storage.  
(Tie down brackets and bolts visible in hitch photo)*



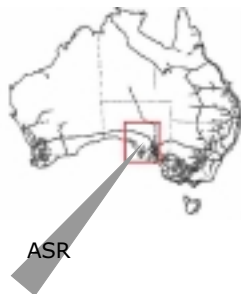


## **New Motorcar Carrier for Ron Zammit**



*Ron Zammit submits these photos of the new carrier he had built. He writes, "It attaches to the truck at the hitch only and rests in the bed of the truck elsewhere."*





## A Sausage Sizzle, Motorcar-style

by Nic Doncaster

Our dedicated committee made the great journey across the state to the Eyre Peninsula for a sausage sizzle and a run over the weekend of April 6 and 7. Each year, Cummins hosts that Kalamazoo Classic up and down the two main lines that neatly split the town in half. One line heads north and eventually ends up at Penong, whilst the other line heads easterly and eventually ends up at Buckleboo.

Whilst all the locals were busy racing the Kalamazoos, Ian, Don, Lynda, Norm and Myself settled down to flogging sausages off to the public. In all we flogged enough to make a couple of hundred dollars. This will be used to offset the costs of insurances as they come in.

We were kindly hosted by a member of Lynda's family who lives near the siding of Wanilla, about a third of the way from Cummins to Port Lincoln.

The racing was fun, but the other reason for us all to be there was to run the light railway between Yeelanna and Kapinnie.

I had been working with Australia Southern Railroad (ASR) for about six months after Scott MacGregor from the Tellie approached us about doing some filming on the Coast, for an episode in an upcoming series he was working on. This was to cover a set on at the National Railway Museum (Port Adelaide) (NRM), a mystical journey to Port Lincoln, a departure from Port Lincoln, and short segments filmed at places such as Wanilla, Edilillie, Darke Peak, Rudall, Kimba and Buckleboo, as well as between Yeelanna and Kapinnie. The idea was we'd be seen travelling into Cummins in time for the Kala Races, and leaving on our epic journey.

This did not eventuate, but a lot of effort had been put into the planning of the episode with Wayne Jaensch and Rob Gregor from ASR and Andrew Mephram from Ausbulk, the SA-based grain handling business. We were able to capitalise on this work, and the corridor review developed by Ian Harris by signing a letter for access on the Thursday prior to our trip. A phone call on the Sunday Morning to Ben Lee also an ASR representative (sorry for the early call Ben) confirmed our authority and finishing time for the day.

After the snag fest of the Saturday, Don, Norm and I had headed to Lincoln for a meal at the pub, but being snagged out, we went straight around to Ians to have a look at his car. We left at 01:30 with a happy Ian heading to bed.

By the time everyone had got ready, we set on at Kapinnie at around 0830. As Ian wasn't there, Norm and I headed out for a short run to see what was what. We ran back, and still with no Ian, decided to run the line. And what a line!

This track, completed in 1924, originally extended to Mount Hope, about 72 miles or 115 km by rail from Port Lincoln, the Kapinnie to Mount Hope section being removed in 1969. This leaves about 24 km of the line down, on what is now known as the Kapinnie Line. Although closed at present, the track does carry grain from time to time, from a silo of around 20,000 metric ton, to Port Lincoln for shipping to the world. The track has been subject to a series of 10 and 24 km per hour speed restrictions since I first visited the place in 1985, and although I had ridden in the cab of a train that worked the line, it was



*This photo is taken looking back to the silos at Kapinnie, in the direction of Mount Hope. Lynda joined us for the ride to pick up the mysteriously "dropped" water bottle.*

not until I set off in my section car that it became apparent as to why the restriction.

Heading east from Kapinnie (the line runs more or less east–west) the track consists of 40–lb rail laid in a series of kinking curves and loose joints. Indeed, this was the first time I had seen rail kick under the mass of a section car! Needless to say, the speed restrictions were carefully observed. The line is laid in what appears to be mainly 45– and 50–lb plant, other than the section described above. A restriction of 10 km/h leads into Yeelanna Yard.

The line runs through wheat, although it runs through a large salt pan out of Kapinnie and crosses the main track into Kapinnie several times. There are couple of very long and steep grades, which gave the cars some work. Originally the section had two sidings, Ninganna and Yeltukka (in that order from Yeelanna); both abandoned many years prior. Only the ramp at Ninganna remains.

Our Agreement with ASR meant we did not enter into the Yeelanna Yard, mainly because of the high traffic density of the Todd Highway, but also because of the possibility of a train in Yeelanna. Each time we stopped at the road crossing, it was surprising the number of cars that went through. The Todd Highway runs from just north of Coomunga to Wudinna right up the centre of the Peninsula.

After our full trip we rolled into the Kapinnie yard just in time to assist Ian with the unloading of his MT14. He bought this car a year or so ago and has put in a lot of work to bring it up to speed. It shows. The car ran like dream on its first run, and by the time we got to Yeelanna, the smile was well and truly welded to Ians' face. It was worse when we got back to Kapinnie, giving Ian a total run of 48 km on his own car.

As Norm "lost" his water bottle, a run back to one of the crossings was made to pick it up. By the time we got into Kapinnie, it was time to clear the line. An awake Ben Lee answered the phone, and so ended the first trip by ASSCO on the Eyre Peninsula, on ASR track, and for Ian, on his newly restored MT14. Lynda, her sister, and Norm then made tracks for Adelaide, Ian for Port Lincoln, and Don and I for Ceduna.

The purpose of our run north was to undertake a corridor inspection over the now closed Kevin Penong Section of line. This was the northern most point of the Division, and the western most point of the old SAR. Penong itself is around 500 rail kilometers from Port Lincoln. The last trains ran in the late 1990s hauling grain from the 20,000 tonne silos at Penong. A derailment eventually led to its closure. The first few kilometers are the original line, after which it swerves south to join up at Kevin with the line to Ceduna. About a million ton of gypsum a year is railed to Thevenard for shipping from here.



*Yeelanna Yard*



*On Monday April 8, Don and I travelled to Penong to look at the line up there. It is not in too shabby a state, and is the target of our next event in May.*

particularly down towards Kevin, reminded both Don and me of the BHP tramway out of Port Lincoln. Whilst there, we did some leg work with the locals and have the OK to camp on one of the properties. It is a long way, but is a great bit of line that will not be there much longer.

So early Tuesday morning, Don and I rolled back into Peterborough, having travelled almost the entire Eyre Peninsula and two fantastic bits of line. In terms of train action, we saw a set of NJs working north whilst we had tea at Wudinna, passed another train also heading north on the way home, and whilst down south saw a set of 830s head north towards Kimba as we rolled into Cummins, and saw the same train sitting at the top end of the Cummins yard just as the Kalamazoo was finishing up.

I am not in the habit of plugging businesses, but if you pass through Wudinna, Don and I recommend the Caltex Road House. We arrived at Wudinna both days at closing, yet the proprietor Graham Burgess let us get fuel and a meal. He was most helpful. If you are expecting to head through Wudinna, ring ahead, and he will endeavour to help.

Hope to see you at Penong!

Footnote: Thanks to Rob, Wayne and Ben from ASR, Australia Southern railroad Helen von der Borsche from Transport SA.



*On the way back, we were able to stop at the Salt pans just west of Kapinnie for a photo or two. These pans are part of the huge Lake Malata.*

*View all the photos of the April 2002 Yeelanna-Kapinnie run at <http://www.railpage.org.au/assco/yelkap.htm>.*

## **Lessons Learned on the Gulf Colorado & San Saba, March 16, 2002**

by Jonna Kay Beck

I am not a railfan. I don't own or operate a speeder, but I have had the privilege of participating in a railcar excursion in the great Southwest. The Gulf Colorado & San Saba line stretches from Brady to Lometa, Texas at the eastern edge of what I consider the Southwest. On March 16, 2002, owners and operators of antique railcars gathered in Brady to run their cars from Brady to Lometa and back. Sixteen cars set on the tracks at seven in the morning in preparation for an 8:30 safety meeting and a 9:30 departure. I joined Wayne "Stretch" Rousseau and Bill Haas on Stretch's Fairmont ST-2K for what turned out to be the most enlightening experience of the Southwest I've ever had, even though I've lived in the area my whole life.

The Southwest produces art, literature, music, and ideas that are unique to the place. The region also has themes and consequences that aren't always evident when you're around them every day. My ride on the Gulf Colorado & San Saba helped me realize the beauty and power of the region I call home. The power of the past, the ambivalence in the people toward solitude or community, the use of the land by people and by animals, and the power of myth all took part in our railcar excursion.

**The power of the past**—The excursion itself expressed the power of the past. These men of the Southwest gather to show off the ways that they've each preserved a part of the past. Of the owners and operators at Brady on Saturday, there were men who used to be railroad workers and men who still are. There were fathers with their children. There were mechanics and retired people. Among this mix of ages and professions, one commonality stood out: these men owned railcars and participated in excursions to prevent the past from slipping away. They didn't all have the same methods for preserving the past—some of the railcars were "souped up," and some were in the condition in which they were found. Some of the railcars had electric starters and some still used "old-fashioned" crank starters. Still, the ideal of running self-repaired, antique vehicles showed each man's love of the past.

Other things along the way showed how the Southwest loves the past. Along the rail on which we rode were telegraph poles. Even though they are no longer in use, the poles still stand. In the Southwest, one doesn't remove evidence of the past, and these poles represent that. Also, freight cars that had derailed from the Gulf Colorado & San Saba line still lay empty along the tracks. It seemed to make our trip more valuable to see that even nature hadn't reclaimed these poles and cars. Maybe we'll resurrect them someday, too.

**The ambivalence in the people toward solitude or community**—The Southwestern author John Graves went on canoe trips to find solitude and to have something to write about in order to persuade people to remember the beauty of the Southwest. However, he had companions on his canoe trips. Our rail excursion dealt with solitude a lot like John Graves did. The nature of rail riding was the first



*"Among this mix of ages and professions, one commonality stood out: these men owned railcars and participated in excursions to prevent the past from slipping away."*

thing that made the trip a somewhat solitary experience. The noise of the cars' engines and the wheels running the rails makes it nearly impossible to speak to anyone in your car. For nearly 12 hours, we were each alone even though there were nearly 40 people involved. At stopping points, cars too heavy to be lifted by their own crews needed to be turned or other cars needed to be repaired. Occasionally, I heard a participant offer some help, but these men knew their machines and usually refused any kind of companionship with other people. Despite the solitary nature of the activity and the men's relationships with their machines, at the end of the day, several participants went to eat together and relive stories of this and other excursions. Like other

Southwestern activities, railcar excursioning proved to leave men divided on whether or not they wanted to be alone or with a group.

**The use of the land by people and by animals**—I

was most impressed, as we cruised at about 20 miles an hour, by the landscape around me. As we headed east from Brady, the land was quite flat and had very little vegetation. From San Saba to Lometa, things were different. From the railcar I began to see more juniper trees, and the land became rockier and had more hills. In both landscapes, the land was very dry, and the people who were using it to raise cattle, goats, and sheep

had to irrigate and provide feed for their animals. As biologists of the Southwest note, the most defining characteristic of our region is the lack of water. This was very obvious as our railcar zoomed through cuts of rock and past barren fields.

In addition to the forced usability of the land for farming and ranching, people in this part of the Southwest used the wildlife for sport. Even though I saw very few houses over the entire 65.9 miles we traveled, I saw many deer blinds. I was quite surprised to learn that people in the Southwest, especially those out along this track where no one will ever see, feed deer to lure them to be killed. Another sight I saw—one that I learned is very Southwestern—was a tree full of dried catfish heads. The heads were the biggest I've ever seen. They were a sportsman's display of machismo and pride, a visual representation of his work both with and against nature.

**The power of myth**—Myth is created in oral, story-telling cultures. Both the Southwest and North American Railcar Operators Association are oral, story-telling cultures, so I quickly learned the myths available to me. Three things about our excursion on the Gulf Colorado & San Saba expressed the power of myth in the Southwest: the car in which I rode, one of the men with whom I rode, and a man whom I had met on an excursion on the Texas Gonzales & Northern line last year and whom I got to know better on this excursion.

First, I heard the story of the bullet hole in the ST-2K on which I rode. Stretch doesn't know much about the history of his railcar, be-



cause before it was taken out of service, the original identification plate was removed. From listening to others talk, he's pieced together that his car ran on the Missouri Pacific Railway. That's not what people hear when they ride with Stretch, though. In the sides of his car are the very obvious entrance and exit holes of a bullet—at least, when Stretch says they're bullet holes acquired when the car was still in service, they seem very obvious.

Second, I heard about San Saba. It's not a big town, and even though we stopped there for fuel, I wouldn't have thought anything of this little place. I probably wouldn't even have known its name. But Stretch had stories about San Saba. The place became mythical in the context of his tales. Stretch has ancestors who settled in San Saba. He's been to family reunions in San Saba Park, and he's visited the grave sites of his ancestors in the San Saba Cemetery. The park and the cemetery were visible from our railcar as we moved from San Saba to Lometa and back.

Third, I met and spoke with Russell Snyder. Russell is a myth himself. On my first railcar excursion, people asked over and over if I'd met Russell yet. They told of his skill with rebuilding antique gasoline engines, including those in railcars. They talked about his great personality and his stories. On our run on the Gulf Colorado & San Saba line, Russell's car followed Stretch's on the return trip, so I took the time at stops to get to know Russell better. He's a retired man who works with antique engines. His business card says, "Collecting one-lung, fly wheel engines is a disease. No cure. The only control is one more engine." Russell told me that his goal has always been to have 25 engines. He has 26. When Russell comes to these excursions, he brings the favorite of his three railcars. It's a little one without a top or windscreen, and he built it up from just a chassis. Even though Russell is the oldest person on the excursion, the weather, the wind, the open car and the other participants don't bother him. He likes to run his engines whenever and wherever he can.

**Conclusion**—Visiting the past on a retired ST-2K railcar with men who love the past and strive to preserve it allowed me to experience my own land in a new way. I was able to experience the past in the rebuilt railcars, in the abandoned towns and machines along our route, and in the people I was with. I learned something about the Southwest ambivalence toward solitude when I saw people who sought solitude sharing stories and rails. I observed things about the land, the use of the land, and the people's view of the animals that I never have seen driving along our modern highways and byways. Most importantly, though, I created stories of my own that will become myths of the Southwest—just like those of Stretch's railcar, of Stretch, and of Russell.



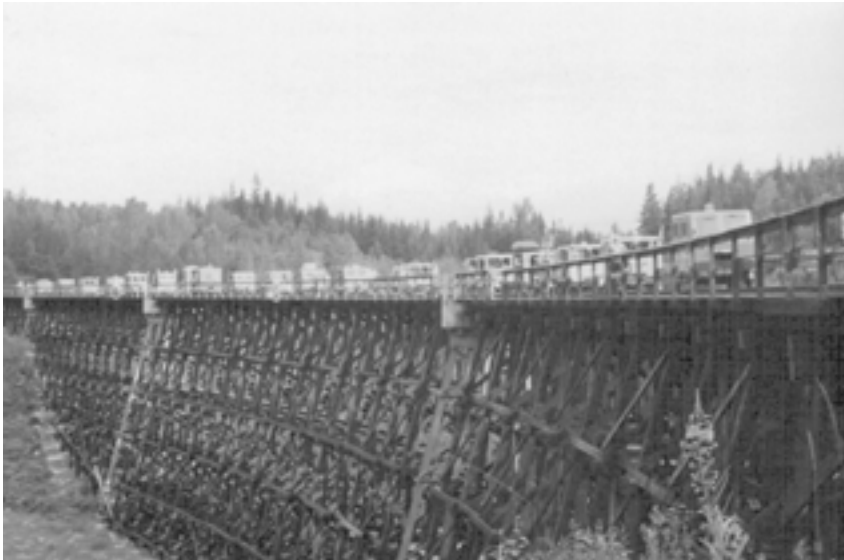
## **Southwest Railcar Limited to repeat the Prince George to Prince Rupert Trip in 2002**

by Pat Coleman

Twenty motorcar operators and their guests were fortunate to ride the CN rails from Prince George to Prince Rupert and return in August 2001. Thanks to the enthusiasm of Trainmaster John Armstrong of CN, SWRC is repeating this trip in July 2002. A run of nine days with one layover day will be repeated for 20-plus motorcar operators fortunate to join this second tour.

John Armstrong enjoyed the trips with SWRC so much he has purchased his own MT-19. He and his wife Debbie are true motorcar buffs and plan to join the tour. John assists Coordinator Tom Phair in selecting stops, places to stay and even arranged for off-duty or retired CN personnel to provide a meal or two on the trip.

Trip participants got to see the grandeur of British Columbia from the breathtaking mountains around Prince George to the fjord-like Pacific Coast at Prince Rupert. This CN route is the route of VIA (the Skeena) Domeliners, a very popular rail trip for BC visitors. You can get an idea of route by looking for Highway 16 on a map of British Columbia.





## 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, 2101 Westview Court, Modesto CA 95358-1091** or e-mail [wcoulson@softcom.net](mailto:wcoulson@softcom.net)

### For Sale

**Custom Decals and Graphics** for your railcar, truck, t-shirts, hats etc. Call Steve Kepner at Blacklight Custom Graphics Tel: (570) 584-4117 or email [blacklightsound@suscom.net](mailto:blacklightsound@suscom.net). SO02

**Fairbanks-Morse 40-B** Railroad Motor car, two-cylinder air-cooled engine, friction drive. This car in running order and in original form as when retired from the Winston-Salem Southbound Railway. Also an original turntable goes with car. Price is \$2,150 for both items. Contact Ray Hinkle PO Box 1127, Welcome NC 27374 Tel: (336) 731-4231 or email [Hinklehere@aol.com](mailto:Hinklehere@aol.com) JA02

**Fairmont Railway Motor car** - Master M2 and a predecessor to the S2 style car. Belt driven, with 20" 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 in original form as when retired from the High Point, Thomasville & Denton Railroad Co. Also an original turntable goes with car. One piece of turntable is missing. Price is \$2,150 for both items. Contact Ray Hinkle PO Box 1127, Welcome NC 27374 Tel: (336) 731-4231 or email [Hinklehere@aol.com](mailto:Hinklehere@aol.com) JA02

**SCL Railroad push car** - Small wheels, wood bed. Height is the same as base of a Fairbanks-Morse motor car. \$400. Contact Ray Hinkle PO Box 1127, Welcome NC 27374 Tel: (336) 731-4231 or email [Hinklehere@aol.com](mailto:Hinklehere@aol.com) JA02

**Ex-Northern Pacific (Burlington Northern) Fairmont MT-19A** - Purchased by the NP in 1967 and made the conversion to BN after the merger. Onan CCKB motor (two-cylinder 20 hp), two-speed transmission, chain drive, electric start, Hunter gas heater, aluminum cab with flat roof, flat front and two side panels (minimal dents and cracks), side and rear curtains, good wheels, lift bars, original glass with no cracks, windshield wipers and headlight. I'm keeping the seat and the brackets. Straight, true frame. It's in good working order, starts easily and runs well—I gave it a good run on my test track,

and it performed fine. Needs a little TLC. In as-used-by-the-railroad condition—needs the NARCOA specified equipment. \$2,500 OBO. Missoula MT. Bill Taylor Tel: (406) 721-2351 or email [btaylor@montana.com](mailto:btaylor@montana.com). SO02

**Ex-Union Pacific Fairmont MT-19B** Onan CCKB motor (two-cylinder 20 hp), two-speed transmission, chain drive, electric start, aluminum all-weather cab with the doors and the inspection window, good Tamper wheels, lift bars, hydraulic turntable (needs motor), plexiglass windows with no cracks. Straight, true frame. This motorcar is complete, but it is a "fixer-upper." You get all the parts, but they're not all together. Motor turns over easily and has clean oil, but it needs wiring harness. Invest some labor and have a really nice little motorcar. \$2,200. Missoula MT. Bill Taylor Tel: (406) 721-2351 or email [btaylor@montana.com](mailto:btaylor@montana.com). SO02

**Headlight mounting brackets** - New sets for headlight mounting, part numbers 41000 & 41001. Price is \$20 each plus S/H. Contact Carey Boney 1605 Powers Road Wallace, NC 28466 Tel: (910) 285-7489. JA02

**License plate frame** "My other car is a Fairmont Speeder" Black plastic frame with orange vinyl lettering. You will want one for your automobile and trailer. Post-paid, \$15 for one, \$29 for two and \$43 for three. Don Pomplum 521 Van Buren Place, San Ramon CA 94583 JA02

**Fairmont & Wooding motorcars** - I have the following eight motorcars for sale: two Fairmont MT-14's with Canadian National-style fiberglass cabs, one at \$1,100 and the other at \$1,200. Two Woodings, model RCC cars with Canadian National-style fiberglass cabs; this is a rare cab style for a Woodings motorcar, \$1,200 each. One Woodings, model RCC car with Canadian National style fiberglass cab; this is a nice clean unit, \$1,400. One Woodings, model CBL car with the traditional Woodings cab, a 1988 unit, needs transmission, excellent cab, \$800. One Woodings model CBL car with the traditional Woodings cab; needs door and motor, excellent cab \$600. One Woodings model RCC with Canadian National style fiberglass

(cont. on page 33)

*Editor's Note:  
Ads will run for three consecutive issues.  
If you want to continue advertising, please resubmit.*



## 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, 2101 Westview Court, Modesto CA 95358-1091** or e-mail [wcoulson@softcom.net](mailto:wcoulson@softcom.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

#### Atlantic Railcar Transportation LLC

##### Chattooga & Chickamauga Railroad Saturday June 8, 2002

Saturday, June 8, 2002 – Summerville to Rossville, Georgia (Chattanooga, TN)  
This is one of the original Central of Georgia Railway lines that ran from Savannah to Chattanooga. You will travel a beautiful valley and cross the last ridge of the Blue Ridge Mountains, just before Chattanooga. A portion of your trip will be through a part of the Chickamauga National Battlefield. Expect to see deer, wild turkey and an occasional brown bear. This run is approximately 90 miles round trip, and there will be a photo run-by opportunity. There is a 40-car limit with a cost of \$85 per car. You must be a member of NARCOA and have NARCOA insurance. All NARCOA rules will apply. All cars will be inspected. Insulated wheels only. Hy-rail vehicles will be accepted on an individual basis only and must be approved prior to the trip. No refunds after Saturday May 18, 2002. Make checks payable to Atlanta Railcar Transportation LLC. Contact Bobby Moreman, 3520 Cold Spring Lane, Chamblee GA 30341. Tel: between 0800 & 1200 hours (770) 457-6212 or email [Moreman@mindspring.com](mailto:Moreman@mindspring.com).

##### Meridian Southern Railway Saturday and Sunday September 21-22, 2002

Quitman MS to Meridian MS and Quitman to Waynesboro. Enjoy a ride with us on the first railroad in Mississippi. Travel from rolling hills to the farm country of the southern Mississippi Delta. There are lots of wooden and steel bridges and alligators lurking in the delta. See and learn about Mississippi catfish farming, Mississippi's cash crop. A catfish supper is planned for Friday night. This will be a 110-mile round trip run each day with a \$75 a day car fee. You must be a member of NARCOA and have NARCOA insurance. All NARCOA rules will apply. All cars will be inspected. Insulated wheels only. Hy-rail vehicles must be approved prior to the trip. No refunds after Wednesday August 21, 2002. Make checks payable to Atlanta Railcar Transportation LLC. Contact Bobby Moreman, 3520 Cold Spring Lane Chamblee GA 30341. Tel: between 0800 & 1200 hours (770) 457-6212 or email [Moreman@mindspring.com](mailto:Moreman@mindspring.com).

##### Georgia Northeastern Railroad Friday -Sunday October 18-20, 2002

Friday (night), October 18, 2002 – Whitestone to Ballground. **Saturday**, October 19, 2002 – Whitestone to Nelson to Blue Ridge. **Sunday**, October 20, 2002 – Mineral Bluff to Blue Ridge to McCayesville. Ride this beautiful railroad situated in the North Georgia Mountains. This is marble mining country and we will see several mines. There are lots of bridges, lakes, streams and an abundant of wildlife. Enjoy motorcar riding at its best on Friday night, after dark. We will visit two local town celebrations on Saturday and follow the turbulent Toccoa River on Sunday morning. What is a "weir?" It's estimated to be over 2,000 years old and you will see it! This run is approximately 175 miles round trip. Cost is \$145 per motorcar with a 35-car limit. You must be a member of NARCOA and have NARCOA insurance. All NARCOA rule will apply. All cars will be inspected. Insulated wheels only. Hy-rail vehicles will be accepted on an individual basis not less than 30 days prior to the trip. No refunds after Wednesday September 18, 2002. Make checks pay-

### Excursion Calendar NARCOA

**Hudson Bay RR (WT)**  
April 30 and May 1, 2002

**New Brunswick  
& East Coast RR (WT)**  
May 3-5, 2002

**Southern Michigan RR (GLR)**  
May 4, 2002

**Columbia River & Cascade (PRO)**  
May 4-5, 2002

**Eastern Shore RR (NCRA)**  
May 18-19, 2002

able to Atlanta Railcar Transportation LLC. Contact Bobby Moreman, 3520 Cold Spring Lane, Chamblee GA 30341. Tel: between 0800 & 1200 hours (770) 457-6212 or email [Moreman@mindspring.com](mailto:Moreman@mindspring.com).

**Charles Rausch, Individual**

**Winchester & Western Railroad  
Saturday and Sunday June 22-23, 2002**

We will set on in Winchester, VA and run through Martinsburg, WV to just south of Hagerstown, MD. A lunch stop will be in Martinsburg on the return trip. Total distance is about 69 miles. On Sunday, June 23, we will set on in Gore, VA and run to Winchester and back, a distance of approximately 35 miles. NARCOA insurance and rulebook certification numbers must be sent with your check for \$50 for both days. Motel and set-on information, etc. will be sent with trip confirmation. Contact Charles Rausch, 854 Locust Ave. Charlottesville, VA 22902. Tel: (434) 977-7826 or email [rausch@charlottesville.net](mailto:rausch@charlottesville.net).

**Buckingham Branch Railroad  
Saturday June 29, 2002**

We will again have a day on the Buckingham Branch Railroad in Dillwyn, VA. Two trips are scheduled for that day. Each is a 34 miles round trip. Lunch will be in Dillwyn between trips. NARCOA insurance and rulebook certification numbers are required to be sent with your check for \$25 for the day. Motel and set on information will be sent with trip confirmation. Contact Charles Rausch, 854 Locust Ave. Charlottesville, VA 22902. Tel: (434) 977-7826 email [rausch@charlottesville.net](mailto:rausch@charlottesville.net).

**First Iowa Division**

**Nebkota Railroad  
Sunday May 26, 2002**

This ride has been changed from the usual Labor Day weekend and will allow us to visit this area in the spring instead of fall. We will be riding both directions from Gordon, Nebraska on the last remaining tracks of the old C&NW "Cowboy Line" that runs from Chadron to Merriman. The distance for this ride is 160 miles round trip, plus we will also have a night run to Merriman. Set on time is 6:30AM with an 8:00AM departure time. Cost of the ride is \$30 per car. Motels in Gordon are the Hacienda Motel Tel: (308) 282-1400 and the Jeffco Motel Tel: (800) 252-1319. The set on point is located right behind both motels. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Minnesota Southern Railroad  
Saturday June 15, 2002**

We will be riding from Luverne, Minnesota to near Worthington and returning to Luverne where we will have lunch at the depot. We will then ride west to near Hills and return. Total mileage is approximately 90 miles round trip. Set on time is at 7:00AM with an 8:30AM departure time. Cost of this ride is \$35 per car. There is a Super 8 Motel Tel: (800)800-8000 in Luverne. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Iowa Northwestern Railroad  
Sunday June 16, 2002**

We will set on at Ocheyedon, Iowa and ride to Superior and return. If there aren't any cars being stored online west of Ocheyedon, we will also ride to Allendorf and return. This line is an ex-Rock Island, ex-CNW, ex-Union Pacific grain line. Total mileage for this ride is 60-70 miles, depending on whether we can make the Allendorf run or not. Set on time is 7:00AM with an 8:30AM departure time. Cost of this ride is \$35 per car. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Excursion Calendar  
NARCOA cont.**

**Willamette and Pacific RR (PRO)**  
May 24-26, 2002

**McCloud River RR (PRO)**  
May 25, 2002

**Pioneer Valley RR (NERCA)**  
May 25, 2002

**Pittsburgh & Ohio Centra (OVR)**  
May 25, 2002

**Columbus & Ohio River RR (OVR)**  
May 26, 2002

**Excursion Calendar  
NARCOA cont.**

**Lake County RR (PRO)**  
May 25-26, 2002

**Nebkota RR (FID)**  
May 26, 2002

**California Northern (PRO)**  
June 1, 2002

**Montana Rail Link (PRO)**  
June 1-2, 2002

**Hudson Bay RR (WT)**  
June 9-11, 2002

**First Iowa Division cont.**

**Nebraska Northeastern Railroad  
Saturday June 29, 2002**

The direction of our ride this year is still up in the air because of pending track work but we will hopefully find out ahead of time to include that information when we send out the waivers. We will set on in Osmond, Nebraska beginning at 6:30AM and depart at 8:00AM. Cost of this ride is \$50 per car. No motels in Osmond, but there is the Cedar Motel Tel: (402)337-0500 in Randolph. Following this ride, we will road travel to the Fremont & Elkhorn Valley event. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Fremont & Elkhorn Valley Railroad  
Sunday June 30, 2002**

We will ride this line from Hooper to near Fremont, Nebraska beginning with a 7:00AM set on and an 8AM departure time. The set on will be at trackside in Hooper next to the highway. By starting the ride in Hooper, we will be able to make two runs instead of just one if we would begin in Fremont. Cost of this ride is \$25 per car. There is a Super 8 Motel Tel: (800) 800-8000 in Fremont plus many other motels. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Iowa Northern Railroad  
Sunday July 28, 2002**

Come ride with us on the north end of the railroad from Manly to Cedar Falls, Iowa. We will begin our ride at Greene by the new and very beautiful offices of the Iowa Northern. The new office building is designed like a depot and is a nice addition to the city of Greene. We will ride from Greene to Manly and return for lunch. We'll then ride to just north of Cedar Falls and return to Greene. The mileage for this ride is about 100 miles round trip. Cost of this ride is \$50 per car. Set on time will be 6:30AM with an 8:AM departure. There are no motels in Greene, but there are several in Mason City and Charles City. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Chillicothe Brunswick Railway Authority  
Saturday August 10, 2002**

Ride this ex-Wabash line from Chillicothe to Brunswick, Missouri going through two game preserves and under the BNSF mainline Chicago to Kansas City. We should see some trains as we pass under this busy rail corridor. We will set on at the depot in the southern part of Chillicothe beginning at 6:30AM and depart at 8AM. We will stop in Sumner for lunch at the park. There is a nice sandwich shop within walking distance of the tracks. Mileage for this ride is 70 miles round trip. Cost is \$35 per car. There are several motels in Chillicothe including a Super 8 Motel Tel: (800) 800-8000. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Elliot Elevator Company  
Saturday August 24, 2002**

This is a great ride to kick back and enjoy the scenery along the Nishnabotna River from Elliot to near Red Oak, Iowa. The line is only 18 miles round trip, but we ride it several times during the day. The town celebration is also going on, so there will be food available in the park. Cost of this ride is \$15 per car. There are motels in Atlantic and Red Oak. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**First Iowa Division cont.**

**Sisseton & Milbank Railroad  
Saturday August 31, 2002**

Come ride with us on this 68-mile round trip railroad from Milbank to Sisseton, South Dakota. We have been given the okay to have a night run on Friday night at 6:00PM. Our Saturday ride will have a set on time of 6:30AM and a 7:30AM departure time. Cost of this ride is \$30 per car. There is a Super 8 Motel Tel: (800) 800-8000, in Milbank. After the run we will drive to Rosholt, South Dakota for a ride on the Sunflower Railroad. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Sunflower Railroad  
Saturday August 31, 2002**

We rode this line for the first time last year, and it was a unique experience because of all the water. It runs 20+ miles from Rosholt to Veblin, South Dakota. Cost of this ride is \$25 per car. After the ride, we will be driving to LaMoure, North Dakota for the Red River Valley ride. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Red River Valley & Western Railroad  
Sunday September 1, 2002**

This will be our fourth ride on this beautifully maintained railroad in North Dakota. We will be riding from LaMoure to an as of yet determined destination. Lunch has been planned in Irvington, but the remainder of the trip is still unknown. Set on time will be 6:30AM at the LaMoure Depot with a scheduled departure time of 8:00AM. The cost of this ride is \$35 per car. The Omega Motel Tel: (701) 883-5373, is in LaMoure. We will drive to Linton for the DMV&W ride after returning to LaMoure. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Dakota, Missouri Valley & Western Railroad  
Monday September 2, 2002**

We will be riding from Linton to Mackenzie, North Dakota. The round trip mileage for this ride is 90 miles. Set on time is 6:30AM with an 8:00AM departure time. Cost of this ride is \$35 per car. Available motels in Linton are Don's Motel Tel: (701) 254-5457 and the Willows Motel Tel: (701) 254-4555. Make your motel reservations early because there will be lots of other folks in Linton that weekend. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Appanoose County Railroad  
Sunday September 15, 2002**

This ride is one of our most popular rides from Centerville to Albia, Iowa. Mileage for this ride is 70 miles round trip. We will be having a barbeque at the Moravia Depot with the First Iowa Division paying \$3.00 towards the cost of the meal for up to four people per car. The cost of the barbeque is \$5.00 for anyone else. Our set on point is near the water tower in the southeastern part of Centerville beginning at 6:30AM. Our departure is scheduled for 8:30AM. Cost of this ride is \$40.00 per car. There is a Super 8 Motel, 800-800-8000 and Motel 60, 800-437-7271 in Centerville. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Ft. Leonard Wood Railroad  
Saturday October 19, 2002**

We are trying this ride again this year after having to cancel it last year due to the terrorist attacks. Security will be much tighter, and we will no longer have the

**Excursion Calendar  
NARCOA cont.**

**Chattooga & Chickamauga RR (ART)**  
June 8, 2002

**Southern Manitoba Rwy (NCR)**  
June 14-15, 2002

**West Virginia Central RR (OVR)**  
June 15-16, 2002

**Minnesota Southern RR (FID)**  
June 15, 2002

**Iowa Northwestern RR (FID)**  
June 16, 2002

**Excursion Calendar  
NARCOA cont.**

**Madison RR (GLR)**  
June 16, 2002

**Central Manitoba RR (NCR)**  
June 16-17, 2002

**Minnesota Northern RR (NCR)**  
June 18, 2002

**Naugatuck RR (NERCA)**  
June 22, 2002

**Valley RR (NERCA)**  
June 23, 2002

**First Iowa Division cont.**

freedom we have enjoyed in past years to drive onto the base without stopping at a checkpoint or having our vehicles searched. As soon as we get the final security details, we'll post them on our web page. The line is a 20-mile round trip, and we hope to ride it twice for an 80 mile total. The fall colors should be beautiful through the Missouri countryside. Cost of this trip is \$30 per car. There is a Super 8 Motel Tel: (800) 800-8000 near Ft. Leonard Wood at the Waynesville exit on I-44. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Boone & Scenic Valley Railroad  
Saturday November 2, 2002**

Our motorcar season ends, with a ride on the scenic 11-mile tourist line at Boone, Iowa. Set on time is 7:30AM with a 9:30AM departure time for the first ride. Our plans are to make two runs before lunch, one in the afternoon, and a night run after dark. We will have a potluck meal in the engine house after the second run. Please bring a side dish or dessert. First Iowa Division will supply soup, chili, your table service, and drinks. Cost of this ride is \$15 per car plus \$25 for membership in the Iowa Railroad Historical Society. There is a Super 8 Motel Tel: (800) 800-8000 and AmeriHost Motel Tel: (515) 432-8168 in Boone for over night stays. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Great Lakes Railcars**

**Southern Michigan Railroad  
Saturday May 4, 2002**

Ride from Clinton Michigan to the end of track at the Raisin Center for a total days ride of 72-miles. \$35 per car. We must have at least nine cars or this meet is off. Set on point will be on Bartlett Street, one block south of the SMRS Office between 8:30 AM to 9:30 AM with the first run starting at 10:00 AM. No one will be permitted on the track before 8:30 AM. Will stop in Tecumseh for lunch at a restaurant to be announced. Three runs are planned time permitting. Run the line where our great hobby started. Pre-registration required. Dead line for registration is on Saturday, April 19th. No refunds after the 19th. NARCOA rulebook certification, rules and insurance required! Lodging is available at the Tecumseh Motor Inn, 1445 West Chicago Blvd. Tecumseh MI Tel: (517) 423-7401 and the Clinton Inn 104 West Michigan Ave. Clinton MI Tel: (517) 456-4151. Make checks payable to Great Lakes Railcars. For a registration packet contact Dave Stroebe, 1694 Broadmoor Street Muskegon MI 49442-5302. Tel: (231) 773-7980 or email [Strobx@aol.com](mailto:Strobx@aol.com).

**Madison Railroad  
Sunday June 16, 2002**

Madison Railroad, North Vernon to Madison Indiana. Come ride the 40-mile round trip of Indiana's oldest railroad, crossing high bridges and limestone cuts. At North Madison we will eat lunch. Bring your own food or visit the several restaurants that are about three blocks away. NARCOA insurance is required, \$30 fee. Send registrations to Stan Conyer, 9333 W. St. Rd. 46, Columbus IN. 47201

**Coopersville & Marne/Grand Rapids & Eastern  
Saturday, August 10, 2002**

Annual "Del Shannon Festival" run, ride two railroads in one day! Coopersville & Marne from Coopersville to Marne, Michigan and Grand Rapids & Eastern from Marne to Grand Rapids Michigan. Twenty-four miles round trip. Three runs are planned for a total of 72-miles. Also you will be able to check out over 500 custom cars & Street Rods at Michigan's 2nd largest car show and visit the Del Shannon Museum and Farming Museum. You're on your own for food, there will be plenty of food vendors and restaurants in town. Lodging is available in Coopersville at the AmeriHost Motel Tel: (616) 837-8100. Mention the railroad/car show and get some kind of discount. Pre-registration is required. Dead line for registration and refunds is Saturday, July 27, 2002. Cost is \$20 per car. Set on time is 8:30 AM at the

**Great Lakes Railcars cont.**

cars. NARCOA rulebook certification, rules and insurance are mandatory. We must have nine cars or this meet is off. For a registration packet contact Dave Stroebe, 1694, Broadmoor Street, Muskegon MI 49442-5302. Tel: (231) 773-7980 or email [Strobx@aol.com](mailto:Strobx@aol.com).

**Coopersville & Marne/Grand Rapids & Eastern  
Saturday October 26, 2002**

Don't put away your car yet! This is the annual Pumpkin Run. Twenty-four miles round trip. Three runs planned - 72 total miles. Bring your warm clothes. Set on time is 8:30 AM on Eastmanville Street in downtown Coopersville. Cost is \$20 per car. Make checks payable to Great Lakes Railcars. NARCOA rulebook certification, rules and insurance are mandatory. We must have nine cars or this meet is off. Dead line for registration & refunds Saturday, October 11th 2002. The Amerihost Motel in Coopersville MI is available Tel: (616) 837-8100. Tell them you're with the railroad for a discount. For a registration packet contact Dave Stroebe, 1694 Broadmoor Street, Muskegon MI 49442-5302. Tel: (231) 773-7980 or email [Strobx@aol.com](mailto:Strobx@aol.com).

**Motorcar Operators West**

**Cumbres & Toltec Scenic Narrow gauge Railroad  
Sunday through Tuesday August 18-20, 2002**

Please join Motorcars Operators West on a narrow gauge motorcar excursion on the C&TS. **Sunday**, August 18, 2002 - Set-on and motorcar safety inspections. **Monday**, August 19, 2002 - Safety meeting, early departure and operate to Chama, New Mexico to Antonito, Colorado. We will spend the night in Antonito, Colorado. **Tuesday**, August 20, 2002 - We will return to Chama, New Mexico and load motorcars. This is a 128 mile round-trip. The trip cost is \$290 per motorcar. There is a 20-motorcar limit. See additional trip requirements and information below.

**Durango & Silverton Narrow Gauge Railroad and "Railfest 2002"  
Wednesday through Sunday August 21-25, 2002**

**Wednesday**, August 21, 2002 - Drive from Chama, NM to Silverton, Colorado. Set-on at Silverton, motorcar inspections, D&S Safety & Rules orientation, all participants must attend. **Thursday**, August 22, 2002 thru Sunday, August 25, 2002 - Operate motorcars between Silverton and Hermosa, Colorado, everyday. On Friday evening we are invited to a reception at the D&S Durango Museum. Sunday evening, load motorcars. Cost: \$350 per car. 20-motorcar limit.

Both excursions will require: MOW membership, license, rules, specifications, etc., including (but not limited to) spark arrestor, fire extinguisher, lever actuated brake lights, headlights, etc., NARCOA membership, certification and insurance, etc. SMOKING is not permitted in motorcars or on railroad property. No one under 18 years of age permitted and work type footwear (No Nikes) is required, also when loading & unloading and on railroad property. NO PETS allowed. Experienced operators and motorcars please. The 5-minute rule will not be in effect, be prepared to tow or be towed. If you have a railroad radio please bring it.

It is also requested that the motorcars be of the nostalgic traditional type that are appropriate for what the narrow gauge railroads are trying to achieve by having our group as guests on their properties. This means NO steam cars, rail rods, track scoots, skateboards, or something home-made that wouldn't have been used in actual service.

Registration begins May 1, 2002. No Registrations accepted postmarked before May 1, 2002. Cut off date is July 10, 2002. No refunds after this date. Please send a SASE with postage. Include your "MOW" License number, NARCOA Certification number, Insurance number and type of motorcar you will be bringing along with your check made out to "MOW" to reserve your spot. Please include your e-mail address for last minute up dates. All information is subject to change.

For more information contact Patrick "Smitty" Smith 20799 Sumpter Stage Hwy. Baker City OR 97814-7753. Tel: (541) 524-9428 or email [smitty@oregontrail.net](mailto:smitty@oregontrail.net).

**Excursion Calendar  
NARCOA cont.**

**Winchester & Western RR (CR)**  
June 22-23, 2002

**South Branch Valley RR (VRA)**  
July 27, 2002

**Buckingham Branch RR (CR)**  
June 29, 2002

**Nebraska Northeastern RR (FID)**  
June 29, 2002

**Allegheny Valley RR (OVR)**  
June 29, 2002

**Excursion Calendar  
NARCOA cont.**

**Fremont & Elkhorn Valley RR (FID)**  
June 30, 2002

**Arcade and Attica RR (OVR)**  
July 5, 2002

**Buffalo Southern RR (OVR)**  
July 6, 2002

**New York & Lake Erie RR (OVR)**  
July 7, 2002

**Canadian National (SWRC)**  
July 9-18, 2002

**North Central Railcars**

**Southern Manitoba Railway  
Friday and Saturday June 14-15, 2002**

This two-day excursion will take us across the golden grain fields of southern Manitoba from Lowe Farm to Elgin, MB. We will be traveling almost the entire length of the railroad (134 miles) each day, covering the Miami and Hartney Subdivisions. Price of the excursion includes all rail fees, one-night accommodations (1 room per motor car) in Brandon, MB, and roundtrip bus transportation between Elgin and our hotel. Total rail miles: 268. Total Cost: \$250 (USD) 25-car limit. NARCOA rules and insurance required.

**Central Manitoba Railroad  
Sunday and Monday June 16 -17, 2002**

The first day of this two-day excursion will take us southwest from Winnipeg, MB (Oak Bluff, MB) to Graysville, MB and back on the Carman Subdivision (101 miles roundtrip). Day two will take us northeast from Winnipeg (near Beach Junction) to Pine Falls, MB and return (135 miles roundtrip) on the Pine Falls Subdivision. We will not be able to leave our cars on the CEMR overnight between trips, as our set-on point is different each day. Hotel accommodations will be on your own, however, we do have a discounted group rate available at a preferred hotel for participants. Total rail miles: 236. Total Cost: \$110 (USD). 25-car limit. NARCOA rules and insurance required.

**Minnesota Northern Railroad  
Tuesday June 18, 2002**

This one-day trip on ex-BN trackage will take us through the agricultural land of northern Minnesota from Thief River Falls to Warroad, near the Canadian border. We will cross the Canadian Pacific main line (Detroit Lakes Sub) just north of Thief River Falls, and then we will proceed north/northeast to Warroad where the MNN interchanges with the Canadian National. We should meet the northbound freight on our way back Tuesday afternoon. Total rail miles: 172. Total Cost: \$80 (USD). 25-car limit. NARCOA rules and insurance required.

**3 Excursion "Package" Price** - If you register for all 3 excursions (5 days and 676 rail miles) at the same time, the total price will be \$400 (USD). To register for any or all of these excursions, please send a check for the proper amount (payable to North Central Railcars) to: Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Be sure to include a note stating which trip(s) you wish to register for. Upon receipt of your check, registration materials and additional information will be sent. For further information on any of these trips, contact Mike Ford at the above address, Tel: (317) 839-9320, or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Northern Central Railcar Association**

**Eastern Shore Railroad  
Saturday and Sunday May 18-19, 2002**

Ride our second railcar excursion on the Eastern Shore Railroad. The ESRR is located in the states of Maryland and Virginia on the eastern shore of the Chesapeake Bay. Parksley, VA will be our set-on location. Saturday we will travel south to Cape Charles, turn on the wye and return. A box lunch will be available from the Cape Charles museum for our Saturday lunch. Details will be sent to all that register. Sunday, we will travel north to Pocomoke City, MD and return. The 2-day total mileage is expected to be approximately 130 miles. The speeders can be left on the tracks overnight in Parksley. Excursion price will include unlimited admission to the RR museum in Parksley. Coffee and doughnuts will be for sale by the museum/fire company Saturday and Sunday morning. An all-you-can-eat spaghetti supper, for sale by the museum/fire company, will be available on Saturday evening. This will be a NARCOA excursion. No other clubs to join. NARCOA rules and insurance will be in effect. Price for the 2 days is \$85 per car. (No one-day reservations on this trip) There is a limit of 40 cars. Applications must be received by Saturday May 11, 2002. Please send name, address, telephone number, email address, exam number, insurance number, and your payment to: Northern Central Railcar Assoc. PO Box 13 Railroad, PA 17355. For information, contact Ed Thornton phone (610) 869-9305 or e-mail: [edthorn@bellatlantic.net](mailto:edthorn@bellatlantic.net).



**North East Railcar Operators**

**Pioneer Valley Railroad  
Saturday May 25, 2002**

The Pinsley Company will be our host for this first motorcar excursion on the Pioneer Valley Railroad in Western Massachusetts. Our excursion will leave from Westfield following the main to Holyoke. We will also cover the three-mile, East Hampton Branch. This run is a total of 28 miles round trip and will be limited to 25 cars. Coast \$55 per car. NARCOA and NERCA rules and insurance will apply. Contact Warren Riccitelli, 39 Jacksonia Drive, North Providence RI 02911. Tel: (401) 232-5640 or email [warren.riccitelli@verizon.net](mailto:warren.riccitelli@verizon.net).

**Naugatuck Railroad  
Saturday June 22, 2002**

Waterbury CT - This run will parallel the old New Haven railroad line from Waterbury to Torrington CT for a total of 38 round trip miles. Darting past many small villages and rolling hills, for added excitement we will cross over the face of the Thomaston Dam. \$45 per car. NARCOA and NERCA rules and insurance will apply. Contact Warren Riccitelli, 39 Jacksonia Drive, North Providence RI 02911. Tel: (401) 232-5640 or email [warren.riccitelli@verizon.net](mailto:warren.riccitelli@verizon.net).

**Valley Railroad  
Sunday June 23, 2002**

Essex, CT - This run has all the makings for a great day of family fun. Ride with us for a great motorcar excursion following the Connecticut River from Old Saybrook to Haddam. At the end of the run, hop aboard and ride the Valley Railroad steam train to Chester and cruise the Connecticut River on an old steamboat. Again, a great trip to relax and enjoy the group's fellowship. \$30 per car, \$20 or an extra adult, \$9 for an extra child. NARCOA and NERCA rules and insurance will apply. Contact Warren Riccitelli, 39 Jacksonia Drive, North Providence RI 02911. Tel: (401) 232-5640 or email [warren.riccitelli@verizon.net](mailto:warren.riccitelli@verizon.net).

**Ohio Valley Railcar Excursions**

**Pittsburgh & Ohio Central  
Saturday May 25, 2002**

McKees Rocks PA - Long lunch planned while we visit the Pennsylvania Trolley Museum and rib-fest at the adjoining fairgrounds. Fees not included with registration. Forty-five-plus miles. NARCOA and OVR rules and insurance apply. Contact Dave Verzi, 10059 Aldridge Drive Columbia Station OH 44028. Tel: (440) 236-3374 between 6:00 & 9:00 PM or email [WM340@aol.com](mailto:WM340@aol.com).

**Ohio Central Northern Lines  
Sunday May 26, 2002**

CANCELLED. Replaced by the following

**Columbus & Ohio River Railroad  
Sunday May 26, 2002**

Set on near Cadiz OH and travel the Cadiz Branch and the former PRR main line to Gould tunnel and then to points west. Those registered for the previous trip will have their reservations transferred to this trip and will owe an additional fee. Mileage is 70-plus. Fee is \$100 both days, \$55 for Saturday or Sunday run only. There is a 35-car limit. NARCOA and OVR rules and insurance apply. Contact Dave Verzi, 10059 Aldridge Drive Columbia Station, OH 44028. Tel: (440) 236-3374 between 6:00 & 9:00 PM or email [WM340@aol.com](mailto:WM340@aol.com).

**West Virginia Central Railroad  
Saturday & Sunday June 15-16, 2002**

Excursion filled with waiting list.

The former Western Maryland operating out of Elkins West Virginia. Saturday travel to Spruce and the Big Cut, approximately 120 miles round trip. Sunday travel to Tygart Junction, 60 plus miles. There is the possibility of some additional trackage. Large cars must be able to turn quickly. There is a 50-car limit. \$125 per car.

**Excursion Calendar  
NARCOA cont.**

**Iowa Northern RR (FID)**  
July 28, 2002

**Alaska RR (WT)**  
August 9-12, 2002

**Chillicothe Brunswick Rwy (FID)**  
August 10, 2002

**South Branch Valley RR (OVR)**  
August 10, 2002

**Great Smoky Mountains RR (TF)**  
August 18, 2002

**Excursion Calendar  
NARCOA cont.**

**Cumbres & Toltec RR (MOW)**  
August 18-20, 2002

**Durango & Silverton RR (MOW)**  
August 21-25, 2002

**CN/BC Rail Loop (SWRC)**  
August 20-30, 2002

**Elliot Elevator Co. (FID)**  
August 24, 2002

**Sisseton & Milbank RR (FID)**  
August 31, 2002

**Ohio Valley Railcar Excursions cont.**

NARCOA and OVR rules and insurance will apply. Contact Paul Rujak, RR3 Box 81, Weirton WV 26062. Tel: (304) 797-9779 or email [rooster11@prodigy.net](mailto:rooster11@prodigy.net).

**Allegheny Valley Railroad  
Saturday June 29, 2002**

Arnold PA - This run will be a leisurely 52 miles round trip to Pittsburgh and the "Strip" district for lunch break and shopping. Registration deadline is Saturday, June 8th. No trailer cars. Cost is \$40 per car. NARCOA and OVR rules and insurance will apply. Contact John Gonder, RR2 Box 426 Ruffsedale PA 15679 Tel: (724) 696-4544 between 7:00 & 9:00 PM or email [UP3706@aol.com](mailto:UP3706@aol.com).

**Arcade and Attica Railroad  
Friday July 5, 2002**

Arcade NY - Enjoy this 121-year-old short line railroad that is very scenic and historical. Slow moving trip with operating passenger train. Set on begins at 10:30 AM. 30 mile round trip. NARCOA and OVR rules will apply. No further details were available at press time. Contact John Gonder, RR2 Box 426 Ruffsedale PA 15679. Tel: (724) 696-4544 between 7:00 & 9:00 PM or email [UP3706@aol.com](mailto:UP3706@aol.com).

**Buffalo Southern Railroad  
Saturday July 6, 2002**

Gowanda NY - We'll operate north out of Gowanda toward Buffalo on the former Erie railroad. 52+ miles round trip. The possibility of additional mileage will not be known until the day of the excursion. Set on begins 7:30 AM. Lots of railfan-oriented interest on this railroad, especially with their vintage Alco locomotives. Motorcars can stay on track overnight; security is planned. NARCOA and OVR rules and insurance will apply. No further details were available at press time. Contact John Gonder, RR2 Box 426 Ruffsedale PA 15679. Tel: (724) 696-4544 between 7:00 & 9:00 PM or email [UP3706@aol.com](mailto:UP3706@aol.com).

**New York & Lake Erie Railroad  
Sunday July 7, 2002**

Gowanda NY - Operating south out of Gowanda toward Cherry Creek. There is a possibility of operating on the Cattaraugus branch. Time stood still on this line, vintage towns, depots and antique signal equipment with a possibility of touring an antique engine show. Forty-eight-plus miles. 35-car limit all trips. Cost A&A \$30, NYLE \$50, BSOR \$50, all three days is \$125. NARCOA and OVR rules and insurance will apply Contact Dave Verzi, 10059 Aldridge Dr. Columbia Station OH 44028. Tel: (440) 236-3374 between 6:00 & 9:00 PM or email [WM340@aol.com](mailto:WM340@aol.com).

**South Branch Valley Railroad  
Saturday August 10, 2002**

Traveling from Petersburg West Virginia to Greensprings and return. Travel through the famous "trough" which is noted for its bald eagles. Cost is \$48 with a 40-car limit. Large cars must be able to easily turn at unpaved crossings. NARCOA and OVR rules and insurance will apply Registration deadline is Saturday July 20th. Contact John Gonder, RR2 Box 426 Ruffsedale PA 15679. Tel: (724) 696-4544 between 7:00 & 9:00 PM or email [UP3706@aol.com](mailto:UP3706@aol.com).

**Southwest Pennsylvania Railroad  
Saturday and Sunday September 28-29, 2002**

Saturday set on at New Stanton PA. Lunch at the Youngwood Railroad museum. Sunday set on at Mt Braddock PA. Travel to Wheeler Bottom, PA. Approx 90 total miles. No cars larger than an A3 due to set on and turning limitations. Over the ankle boots and long pants required. NARCOA and OVR rules and insurance will apply. Contact John Gonder, RR2 Box 426 Ruffsedale, PA 15679. Tel: (724) 696-4544 between 7:00 & 9:00 PM or email [UP3706@aol.com](mailto:UP3706@aol.com).

**Pacific Railcar Operators**

**Columbia River & Cascade Railroad  
Saturday and Sunday May 4-5, 2002**

Columbia River Railroad & Cascade & PRO invites you to enjoy a motorcar trip through the apple blossoms along the mighty Columbia River May 4th and 5th. This is a two-day event with set on at Rocky Reach Dam, seven miles north of Wenatchee, Washington. We will overnight in Omak, WA and return to Rocky Reach the following Sunday. Total mileage is approximately 175 miles. Your NARCOA insurance must be purchased by 3/31/02. All current NARCOA & PRO rules and requirements will be in effect. (i.e. seat belts are mandatory per PRO). Trip cost to be \$165 per car. Information package and forms will be mailed upon receipt of your check. Please make your check payable to PRO and mail to B.J. King 28005 203rd Ave. S.E. Kent, WA 98042. If you have any questions contact B.J. King Tel: (253) 638-7298 or email: [bjking@qwest.net](mailto:bjking@qwest.net).

**McCloud River Railroad  
Saturday May 25, 2002**

SPRING GREEN IN THE CALIFORNIA INTERMOUNTAIN HIGH COUNTRY. "Burney to Lookout" round trip approximately 190 miles. This is a fine railroad with exquisite scenery and few crossings. This run is for experienced operators and strong cars. 20 cars maximum. Trip cost \$110. McCloud is running their #18 the same day as our excursion from Burney to Lookout. PRO membership, NARCOA Rules, NARCOA Operators Certificate and Insurance are required. Cancellation Policy is 50% Refund after Wednesday, May 1, 2002. No refunds guaranteed after Wednesday, May 15, 2002. Send check and \$0.57 LSSAE to PRO McCloud, David McClain, 22850 Placer Hills Road, Colfax CA 95713. Email: [mctrain@jps.net](mailto:mctrain@jps.net).

**Lake County RR (The Old NCO)  
Saturday and Sunday May 25-26, 2002**

Alturas. **Saturday** set-on 6 to 8:00PM. There is a night run from Alturas to Lakeview. The proposed departure time should be approximately 8:00 PM. We have a secured, locked, parking lot at the set-on site for our rigs at Surprise Valley Electrification Co., about one mile north of Alturas on HWY 395. Motorcars and passengers will overnight in Lakeview. The 55-mile run to Lakeview will take less than three hours. We will ride all the way past the old railroad depot in Lakeview to Hwy 140 and then walk two blocks to the Interstate 8 Motel. **Sunday**, May 26, 2002 - Lakeview Pancake breakfast by the Lions Club. There will be a safety meeting at 10:00AM, departing at 10:25 for return trip back to Alturas. Davis Creek Deli will once again feed us, price included in the run fee, at the Davis Creek Crossing (now with a port-a-potty). ETA for Alturas is about 2:00PM, where those on the night run and/or wishing to go home early will set off. The rest of us will return to Lakeview and set off. Interstate 8 Motel Tel: (541) 947-3341, price range \$34-44. This is the closest motel to the motorcar parking. Make reservations now to lock in winter discount rate and mention "SPEEDER RUN." NOTE: This is the suggested motel for all as it is designed for large rigs and trailers. Also available are the Lakeview Lodge Tel: (541) 947-2181, price range \$48-60 or Best Western Tel: (541) 947-2194, price range is \$75-80 (both considered too far to walk). All the above motels are pet-friendly. LAKEVIEW--ALTURAS RUN, TIMETABLE SUMMARY  
**Saturday**, May 25: Lakeview set on all day with short, organized runs. Alturas: Set-on from 6:00 PM. Safety meeting at 8:00 PM for night run to Lakeview **Sunday**, May 26: Lakeview set-on contd. Safety Meeting 10:00 Departing at 10:25AM arrive in Alturas before 2:00PM for early set off for some. The rest return to Lakeview for set-off. **No Monday Run!** Send \$85.00, make checks to PRO and send a LSASE to Joe Porhammer 1090 Tunnel Road Glendale OR 97442 Tel: (541) 832-2614 or email [porhamr@echoweb.net](mailto:porhamr@echoweb.net).

**Willamette and Pacific RR  
Friday through Sunday May 24-26, 2002**

Memorial Day Weekend Willamette and Pacific RR, Corvallis Branch Line Tour + Steam Saw Mill Tour. Another Doggone Few Frills (DFF) Production from Van Loo, Leach, & Stivers. \*If you don't know what "Doggone Few Frills" means, please ask before signing up. May 24 - **Friday** - (optional) Steam Saw Mill Tour - Hull-Oakes Lumber Co., Monroe OR. Meet here at 11:15 am. in the mill parking lot. Mill will be operating. Camcorders OK. No cost for Weekend Tour participants only. May 25 - **Saturday** - Willamette and Pacific RR, Bailey Branch and Willamina Branch. Leave

**Excursion Calendar  
NARCOA cont.**

**Sunflower RR (FID)**  
August 31, 2002

**Red River Valley & Western RR (FID)**  
September 1, 2002

**Dakota, Missouri Valley  
& Western RR (FID)**  
September 2, 2002

**Appanoose County RR (FID)**  
September 15, 2002

**New York Susquehanna  
& Western Rwy (VRA)**  
September 21-22, 2002

**Excursion Calendar  
NARCOA cont.**

**Meridian Southern Rwy (ART)**  
September 21-22, 2002

**Golden Gate RR Museum (PRO)**  
September 28, 2002

**Southwest Pennsylvania RR (OVR)**  
September 28-29, 2002

**McCloud River Rwy (SWRC)**  
October 5-6, 2002

**Georgia Northeastern RR (ART)**  
October 18-20, 2002

**Pacific Railcar Operators cont.**

Corvallis and travel to Steam Mill by rail but no tour, and return to Corvallis. Travel as far as time permits on Willamina Branch. Green landscapes with wild flowers and farmland. Preferred set-on time at 3:00 pm at Corvallis Station on Friday 24. Twenty-car limit, \$105 per car based on limit. Round trip mileage: approx. 140 miles. May 26 - **Sunday** - Willamette and Pacific RR, Toledo Branch - Leave Corvallis and travel to Toledo on coast. More green landscapes with wild flowers, farmland, and coast range mountains. Some trackage follows the Saint Mary's River. Old covered bridges for automobiles can be seen from the motorcar. 20 car limit, \$100 per car based on limit. Round trip mileage approximately 130 miles. One-day sign-ups OK. Both days, \$190 per car based on 20-car limit. Please include a self addressed stamped envelope with 57-cents postage and your NARCOA insurance, NARCOA certification and PRO membership numbers. **VERY IMPORTANT:** Do NOT mail your checks for this event before March 21, 2002. Envelopes postmarked before March 21, 2002 will be returned to sender. Send your check (for one or both events) made out to PRO with SASE and NARCOA/PRO info to: Nancy Van Loo, 56130 NW Wilson River Hwy, Gales Creek OR 97117-9348. She will return all forms and detailed directions and information. (Bring all COMPLETED paper work with you.) No refunds after May 15. If you are interested in this event, by all means make your motel reservations early because of the Memorial Day Weekend. Questions? Call Nancy at (503) 357-7396 between 7:00 pm - 10:00 pm only. Excursion Coordinators: Rick Leach and Rich Stivers.

**California Northern  
Saturday June 1, 2002**

PRO Tracy to Los Banos Woolgrowers (Tentative) Coordinator Steve Paluso sbpaluso@aol.com. Details to follow.

**Montana Rail Link  
Saturday and Sunday June 1- 2, 2002**

PRO Come join us for 175 miles of prime motorcar running over the former Northern Pacific Railway's and the current Montana Rail Link's main and branch lines through Montana's beautiful Big Sky Country June 1-2, 2002. The cost is \$150 per car and there is a 25-car limit. We will set-on at the east leg of the Whitehall, MT wye (25 miles east of Butte on I-90) near the Rodeo Grounds between 8 and 10 AM **Saturday**. We will then travel southbound (26 miles) on MRL's Twin Bridges branch built in 1890 along the Jefferson River following the 1805 route of Lewis and Clark and return that afternoon. After an evening barbecue at the Jefferson County Historical Museum, we will enter the mainline with our motorcars at Whitehall and travel westbound 8 miles on the NP's former passenger mainline which passed over Homestake Pass. We will stop at Delmo Lake Road near milepost 48 to enjoy the grand view of the Jefferson Valley and the beautiful sunset. Unfortunately, the rest of the line over the continental divide to Butte belongs to Burlington Northern and is out of service. **Sunday** morning we will depart Whitehall for Logan MT (36 mi) eastbound on the former NP 's passenger mainline. We will follow the Jefferson River as it winds its way through some of the most spectacular mountain scenery in the west including rugged cliffs and a narrow canyon. Stops will be made at Lewis & Clark Caverns State Park and Willow Creek. At Logan we will turn the cars and return to Sappington Jct. where we will branch off on the Harrison branch to Harrison MT (10 mi). We will travel up a 2.2% grade through a rocky canyon on the old Red Bluff & Pony RR built in 1889. There, we will turn the cars and return to Sappington Jct. and Whitehall to complete our trip. NARCOA insurance and operator's cards, PRO membership, spark arrestors, seat belts and wheel gauges are required. Send checks made out to PRO for \$150 to Meet Coordinator Bill Taylor, 917 Park View Way, Missoula MT 59803. Tel: (406) 721-2351 or email at [btaylor@montana.com](mailto:btaylor@montana.com). Trip packets will be sent to operators after registration. See you in Montana.

**Golden Gate Railroad Museum  
Saturday September 28, 2002**

PRO Was scheduled for Saturday, April 6, 2002 (Tentative) Golden Gate Railroad Museum, Hunters Point CA (San Francisco). Details to follow. Coordinators: Ed Morse and Diane Thomas [railroadhouse@hotmail.com](mailto:railroadhouse@hotmail.com).

**Southwest Rail Car**

**Canadian National  
Tuesday July 9 - Thursday July 18, 2002**

Prince George to Prince Rupert and return. Set on at Prince George, July 8. Layover in Prince Rupert on Saturday, July 13. Terrace to Kitimat and return on Monday, July 14. Return to Prince George, July 18. Limited to 25 cars. Applications accepted after January 1, 2002. Run fee of \$1,995 (US) includes hotels, ground transportation, motorcar fuel, and some meals. Price is based upon two people per motorcar. Cancellations will be given full refund until June 1, 2002. Checks must be made payable to Tom Phair. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome. Contact meet coordinator Tom Phair, PO Box 664, Alamo CA 94507.

**Canadian National & BC Rail Loop  
August 20-30, 2002**

Sold Out Wait List only. Please consider Prince George to Prince Rupert trip in July 2002.

**McCloud River Railway  
Saturday and Sunday October 5-6, 2002**

Set on at McCloud, CA. Coordinator, Tom Phair, PO Box 664, Alamo, CA 94507 or e-mail [tphair@silcon.com](mailto:tphair@silcon.com). Run Fee - \$185. Check made payable to SWRC. Spark arrestor is required. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome.

**California Western  
Saturday November 30, 2002**

Saturday set on at Willits CA. Coordinator Pat Coleman, 1989 Robin Ridge Ct., Walnut Creek, CA 94596. Tel: (925) 979-1040 or email [pat.coleman@mindspring.com](mailto:pat.coleman@mindspring.com). Run fee and trip details to be announced. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome.

**Tom Falican, Individual**

**Great Smoky Mountains Railroad  
August 18, 2002**

Bryson City, North Carolina to Andrews - We will eat lunch in Andrews while our motorcars are on display for the townspeople to see, then upon our return to Bryson there is the possibility of a trip to Whittier and back. You are all invited to a GOOD BBQ at the Rail Dawg Shop on the afternoon and early evening of the 17th. Tour our new engine house, see the start of our track work for this year and talk to some employees of the GSMRR. All NARCOA rules apply, insurance card, certificate card & rulebook all must be shown. All belt driven cars will be towed over Red Marble Gap grade. There is a limit of two Hy-rails per event. We are taking a smaller number of cars this year so get your check in soon! Cost is \$60. Make check payable to Tom Falicon. Mail to 1227 Sawmill Creek Rd., Bryson City NC 28713 Tel: (828) 488-8063 eves or email [raildawg@gte.net](mailto:raildawg@gte.net).

**Great Smoky Mountain Railroad  
November 17, 2002**

Bryson City, North Carolina to Andrews, we will eat lunch in Andrews while our motorcars are on display for the townspeople to see, then upon our return to Bryson there is the possibility of a trip to Whittier and back. On the afternoon and early evening of the 16th you are all invited to Rail Dawg's birthday party to be held at the Rail Dawg Shop. We will be having some of that famous spaghetti sauce at the party! All NARCOA rules apply, insurance card, certificate card and rulebook all must be shown. All belt driven cars will be towed over the Red Marble Gap grade. There is a limit of two Hy-rails per event. We are taking a smaller number of cars this year, so get your check in soon! Cost is \$60. Make check payable to Tom Falicon and mail to 1227 Sawmill Creek Rd., Bryson City NC 28713 Tel: (828) 488-8063 eves, or email [raildawg@gte.net](mailto:raildawg@gte.net).

**Excursion Calendar  
NARCOA cont.**

**Ft. Leonard Wood RR**  
October 19, 2002

**Coopersville & Marne  
Grand Rapids & Eastern (GLR)**  
October 26, 2002

**Boone & Scenic Valley RR (FID)**  
November 2, 2002

**Great Smoky Mountain RR (TF)**  
November 17, 2002

**California Western (SWRC)**  
November 30, 2002

**Great Smoky Mountains RR (TF)**  
December 31-January 1st 2003

GOOD SHOW!

*While the SETOFF will arrive too late for you to participate in all the meets listed, please note that there are 70 meets listed here, and this doesn't include those meets which have already taken place since the first of the year.*

### Tom Falican, Individual cont.

#### Great Smoky Mountains Railroad December 31, 2002 & January 1st 2003

Bryson City, NC - After a complimentary meal served at the Bryson City Station from 3 to 5pm, we will ride into the New Year's Eve Night to Wesser and back. For New Year's Day we have been given permission to ride the entire line! We will run from Bryson to Dillsboro then back through Bryson and on to Andrews and back. We will stop for a tasty lunch somewhere along the way, at a location that is yet to be determined. All NARCOA rules will apply, insurance card, certificate card and rulebook must all be shown. All belt driven cars will be towed over the Red Marble Gap grade. There is a limit of two Hy-rails per event. We will not be splitting into two groups this year since we are taking a smaller number of cars this year. Get your check in early; the event will be sold out quickly! Cost is \$60 for one day or \$85 for both days make check payable to Tom Falican and mail to 1227 Sawmill Creek Rd., Bryson City NC 28713 Tel: (828) 488-8063 eves or email [raildawg@gte.net](mailto:raildawg@gte.net).

### Volunteer Railroaders Association

#### South Branch Valley Railroad Saturday July 27, 2002

Almost heaven on a motorcar. Ride this entire spectacular South Branch Valley Railroad located in beautifully rugged Northeastern West Virginia. This is 105 miles (round trip) of former Baltimore & Ohio trackage. Thrill to the sensation of cruising along an uncluttered route paralleling the Potomac River through the Trough (an untouched, natural river sanctuary that is home to several bald eagles as well as views of picturesque farm and valley scenery. If you have not run on this trip before, now is the time to experience one of the finest trips in the east! We will start in Petersburg West Virginia at 7:00 am, run to Greensprings West Virginia and return. Unmodified NARCOA rules will be in effect. Insurance is required. All NARCOA members and their NARCOA compliant motorcars are welcome. Membership in the VRA is not required. Cost is \$ 55 per car. Send your name, address, remittance and a SASE to: The Volunteer Railroaders Association, 397 Spring Valley Road, Paramus NJ 07652. For more information call our hotline at: (201) 262-3455, and leave a message.

#### New York Susquehanna & Western Railway September 21-22, 2002

Again this year the Volunteer Railroaders Association will host a two-day, 160-mile trip over the New York Susquehanna & Western Railway in northern New Jersey. The dates are Saturday September 21st and Sunday September 22nd. Set on will take place on both days in Butler, New Jersey starting at 7:30AM with a scheduled departure time of 9AM. The first day we will run west and will feature 94 miles of mainline running over some of the most scenic railroad in Northern New Jersey, including operating over the highest rail point in the state. A barbeque lunch is planned as well as a number of photo stops. The second day, we will head east for over 56 miles of mainline running to the NYS&W's little ferry yard where a deli lunch will be served alongside the busy CSXT River line. After lunch we will take a spin on one of the only remaining turntables in the area and then head back to Butler. Both days the VRA will have their flagmen out ahead of the convoy to make the day go as smooth as possible. Overnight parking on the rails will be available. Special rates have been arranged at a local hotel for Friday and Saturday nights. Plus on Saturday night we are planning an optional dinner with entertainment. The cost for one-day participation is \$95. The cost for both days is \$110. The optional lunch will be \$7.50 per day. NARCOA insurance and rules apply. For more information or to sign up for this great two-day event mail your request to the Volunteer Railroaders Association, 397 Spring Valley Road Paramus, New Jersey 07652, and we will send you a registration package including lodging information. Tel: (201) 262-3455 or email the VRA at [volunteerra@yahoo.com](mailto:volunteerra@yahoo.com).

### Wilderness Tours LLC

Wilderness Tours LLC has the following motorcar excursions scheduled:

#### Bangor & Aroostook Rail Road Tuesday and Wednesday April 30 and May 1, 2002

The Pas to Churchill - POSTPONED

**Wilderness Tours LLC cont.**

**Hudson Bay Rail Road  
April 30 and May 1, 2002**

Sherman, Maine to Fort Kent, Maine.

**Cape Breton & Nova Scotia Rail Road  
May 3-5, 2002**

The Sidney Subdivision - CANCELED.

**New Brunswick & East Coast Rail Road  
May 3-5, 2002**

Moncton to Bathurst, New Brunswick.

**Hudson Bay Rail Road  
June 2-8, 2002**

The Pas to Churchill - POSTPONED

**Hudson Bay Rail Road  
April 30 and May 1, 2002**

Cranberry Junction to Lynn Lake to Flin Flon, Manitoba - POSTPONED

**The Alaska Rail Road  
August 9-12, 2002**

Anchorage to Seward to Whittier. NARCOA rules will apply. There will be a 25-car limit. For more information on these tours please contact Hank Brown's Wilderness Tours Tel: (608) 839-4939 Fax (608) 839-5595 or email at [wilderness@inxpress.net](mailto:wilderness@inxpress.net).

**NON-NARCOA EXCURSIONS**

Note: NARCOA insured excursions must: 1) be insured by an insurance policy acceptable to NARCOA (includes the Certificate of Permission from railroad and Operators Agreement), 2) use the current NARCOA rulebook as a baseline set of rules, 3) use the NARCOA Operations Manual as the baseline guide in running an excursion (includes releases), and 4) the group or individual hosting a NARCOA insured excursion must be an affiliate of NARCOA. The following are NOT NARCOA insured excursions, because one or more of the above conditions are absent. These are listed as a service to the membership and such listing implies no judgement from NARCOA as to safety, insurance, and/or legal issues.

**Huckleberry Narrow Gauge Railroad  
Saturday June 1, 2002**

Don't have a Narrow Gauge car? Well come anyway! We will be making several round trips during the day and we will have unlimited track access after the steam train is parked for night. This is a county-owned park with a restored village, riverboat and steam train. This is the nicest operation east of the Rockies! Come break in your cars before you head out west for Colorado or Alaska! Cost is \$30 per car. Please make checks payable to Great Lakes Railcars. Contact Bruce Carpenter, 10241 County Road 25A Wapakoneta, Ohio 45895 Tel: (419) 738-5384 or email [bnsf89@bright.net](mailto:bnsf89@bright.net).

**North Vernon Railroad Days  
Saturday June 15, 2002**

North Vernon Indiana. Public rides will be given during the railroad days festival on a one-mile track. Insurance coverage provided by festival committee. Rides will start about 11:00 AM EST until finished. Please contact Stan Conyer Tel: (812) 342-0565 if you plan to attend.

**White Water Valley & Indiana Transportation Museum  
Saturday & Sunday June 22-23, 2002**

On Saturday, we will ride the ex-NYC trackage of the White Water Valley and Sunday, we will ride the Indiana Transportation Museum's ex-Nickel Plate trackage. Plans are still pending for both. We may have the opportunity to ride the new

**Excursion Calendar  
NON-NARCOA**

**Huckleberry Narrow Gauge RR (GLR)**  
June 1, 2002

**North Vernon Railroad Days (GLR)**  
June 15, 2002

**White Water Valley & Indiana  
Transportation Museum (GLR)**  
June 22-23, 2002

**Indiana & Northeastern RR (GLR)**  
August 17-18, 2002

**Dakota Southern Rwy**  
September 21-22, 2002

**Given our hobby,  
is it any wonder  
our friends think  
of us at such  
times?**

Marg Hope shares a couple of photos a friend snapped. He writes, "When I spent an afternoon at the Railway Museum in Nairobi last fall, you jumped to mind when I saw the 'Permanent Way Inspector Bicycle Trolley' and the slightly more modern version.... I gather the bicycle was a bit of failure in the areas where the man-eating lions made their home!"



## NON-NARCOA EXCURSIONS cont.

trackage on ITM south towards Indianapolis. If you have not operated on the White Water Valley lately you do not know what you have been missing. This track has received much needed attention, very nice ride to historic Metamora! Cost will be approximately \$30 to \$40 per car. Make checks payable to Great Lakes Railcars. Contact Bruce Carpenter, 10241 County Road 25A Wapakoneta OH 45895 Tel: (419) 738-5384 or email [bnsf89@bright.net](mailto:bnsf89@bright.net).

### Indiana & Northeastern Railroad Saturday and Sunday August 17-18, 2002

This is the second annual run on this railroad. Ride three railroads, in three states, in two days! We will cover approximately 220 round trip miles on the ex-Wabash, New York Central and Lake Shore & Michigan Southern. We will also run some new trackage up to Lichfield, Michigan. Cost is \$125 per car, with a 40-car limit. Make checks to Great Lakes Motorcars. Sign up soon as this trip sold out last year! Contact Bruce Carpenter, 10241 County Road 25A Wapakoneta OH 45895. Tel: (419) 738-5384 or email [bnsf89@bright.net](mailto:bnsf89@bright.net).

### Hill City Rail Trail Rendezvous Saturday and Sunday September 21-22, 2002

Come ride and celebrate the annual Hill City, South Dakota "Rail Trail Rendezvous" on the Ex-Milwaukee Road, Rapid City Main Line, Ex-Burlington Route, and the Black Hills' Central Railroad. For those arriving in Kadoka on **Friday** afternoon, September 20, there will be a bonus late afternoon run. Seton begins at 2:00 PM with a safety meeting at 3:45 PM with a departure time of 4:00 PM from the ex-Milwaukee Road Depot (now a museum) in Kadoka South Dakota. On **Saturday** set-on will again be at the Kadoka Depot beginning at 6:30 AM and a safety meeting at 7:45 AM, departure time will be 8:00 AM. We will return to the Kadoka Depot by 2:00 PM. You will be allowed to set your motorcar on the siding near the Black Hills' Central Engine House until 6:00 PM Saturday. On **Sunday** morning you'll be able to enjoy the activities of the Hill City, "Rail and Trail Rendezvous" including celebration activities and handcar races. There will be a safety meeting at the Black Hills' Central Engine House at 10:30 AM. We will depart Hill City promptly at 10:45 PM. Once we arrive in Keystone we will have lunch in one of the many eating establishments. A prompt departure will be mandated, as we will have a meet with the 1:15 PM east bound train. This will require us to take the siding at Oblivion until the train clears. We will then continue west into Hill City and wait for the train to return at which time we plan to have a late afternoon ride. In Kadoka, special rates have been arranged at the H&H Best Western Motel \$38 single, \$44 queen and \$48 for two beds, Tel: (800) 837-8011. Tell them you are with the motorcar group. In Hill City we have arranged a special \$50 rate at the Golden Spike Best Western Tel: (605) 574-2577 to get this rate. Make sure you tell them you're with the motorcar group. The cost for the Kadoka ride is \$60 per car, payable to the Dakota Southern Railway. The cost of the Black Hills Central ride is \$20 per car, payable to the Black Hills Central. Everyone will be required to sign a railroad liability release prior to set-on. Both of these run activities are non-NARCOA events, but the NARCOA rulebook version 5 will be in effect. There is no limit on the number of motorcars. Hy-rail vehicles are prohibited on the Dakota Southern run. For additional information contact Paul Brewer, 14928 E. CR 600N, Charleston IL 61920 Tel: (217) 348-7784 or email [pkbrewer@worthlink.net](mailto:pkbrewer@worthlink.net). Also check the Black Hills Central event web sites at [www.blackhillsvisor.com](http://www.blackhillsvisor.com), [www.1880train.com](http://www.1880train.com) and [www.hillcitysd.com](http://www.hillcitysd.com) or the Related Events section of the NARCOA web site.





cab; needs front glass and motor; a good parts car, \$500. All the above cars are retired Canadian Pacific Railway and are located in southern British Columbia, 3.5 hours north of Spokane, Washington. All cars sold "as is, where is". All sales are in US funds. Pictures are available upon request. Contact Terry Baumann, Nelson BC, Canada. Tel: (250) 229-4474 or email [greenacre@telus.net](mailto:greenacre@telus.net). S002

City of Adrian MI is selling a **Fairmont S-2** series H - RO engine, serial 97809, Group D, Rated 8 HP, max 13 HP, engine is free, 6 volt generator, hand bell, left front window cracked, air cleaner missing. Bids are being accepted by the City of Adrian, Michigan Sealed bids marked "Motorcar" must be submitted to: Purchasing Director, City of Adrian MI 49221, by 2:00 pm on Tuesday, June 25, 2002. For questions, arrangements to see, or pictures contact Robert Gentry Tel: (517) 263-2161 ex-276 or email [robertgentry@yahoo.com](mailto:robertgentry@yahoo.com) or to answer general question contact Ernie Jeschke (517) 263-1322.

**Fairbanks-Morse "Sheffield" 40-B** - steel cab currently off car, two-cylinder air-cooled engine, friction drive, price \$2,250. This Lehigh & New England Railroad car dates back to 1932 and has remained the same as when it came off the railroad in 1961. For personality, you can't beat the 40-B, and it runs great. Fairbanks-Morse 40-B style engine; except for the block, flywheel and possibly the crankshaft, all other parts are interchangeable such as the pistons, rods, cylinder walls, carburetor, magneto, etc., with the above 40-B engine, price \$500. **Motorcar trailer** - Tandem axle with 12" wheels, toolbox, hand winch, spare tire, 2" hitch, \$450. All can be seen in south-east Minnesota. Contact Terry Meiley, 13356 490th Street Pine Island MN Tel: (507) 824-222, or email [tcmeiley@lakes.com](mailto:tcmeiley@lakes.com). S002

**Fairmont MT-19 with tilt trailer** - This car has been carefully restored to railroad specifications. Original Onan CCKB overhauled in 1998, new carburetor, new bearings at all corners, good wheels and brakes. Car has a unique original Canadian National fiberglass cab, first aid box and decals. NARCOA safety equipment added includes a fire extinguisher, horns, seat belts, tow bar, and brake light. Car was operated around Wisconsin area and on the LS&I trips with no problems. A very reliable car that is ready for the summer of 2002. Also included is a Falcon heavy-duty tilt-bed trailer with 14" wheels, mechanical winch on the front for easy loading of speeder. \$4,000 will get you a nice ride with trailer for transport-ing. Contact Mark Preussler Tel: (920) 565-2183 or email [markshelly@char-ter.net](mailto:markshelly@char-ter.net). JA02

**Used Hy-Rail gear** - Models 0307, 0307A, 0305, HR1000. Ride the rails in real comfort. Now you can convert your full size Chevy or Ford pickup, Bronco, Suburban, and others with Fairmont's 0307 Hy-rail equipment, simply add proper wheels and mounts available from Fairmont. For an easy Dodge Dakota, Durango, or Ford Explorer conversion use HR1000 and OEM wheels with proper mounts from Fairmont. Chevy S10 uses 0305. Most sets come with bumpers, derail skids, and rail wipers. Call for details and prices. Stan Conyer Tel:(812) 342-0565 or email [stanconyer@hotmail.com](mailto:stanconyer@hotmail.com). JA02

**New M- 9 Axle Pulleys** - Just two left. Part No. M21581K. All professionally cast and machined. Ready to bolt on, \$245 plus postage. Contact Jim Dobbins, RR2, Box 105, Goff KS 66428. Tel: (785) 868-2388 or email [motorcar@juno.com](mailto:motorcar@juno.com). JA02

**Fairmont seats** and component, brand new OEM seats and components. Walnut vinyl, black hinged tubular frame. Back support \$49.95, seat cushion \$49.95, frame \$39.95, complete seat \$134.95 plus shipping. Contact Clinton Andrews 892 Beaconsfield, Grosse Pointe Park MI 48230 Tel: (313) 822-2000. JA02

**Fairmont clutch parts** are now available after a 6-month special order. Brand new from Rockford Powertrain, these are original not replacement Fairmont clutch friction plates (driven member). Not available elsewhere. \$69.95. Also pressure plates, springs, levers, brackets and bearings. Call for pricing and availability. Contact Clinton Andrews, 892 Beaconsfield Grosse Pointe Park MI 48230 Tel: (313) 822-2000. JA02

**Fairmont M-19** - I am posting this ad for a friend who is leaving the hobby. He has an ex-NP M19 with extra parts and a trailer. Asking \$2,000. This is a good looking, good running car. It has been on the Algoma Central Runs, etc. This car is in Muskegon MI. Dave Stroebe. Call Tom Snider and talk directly to him Tel: (231) 759-1267 JA02

**United We Stand** - I have designed & printed a "**United We Stand Run" T-shirt**. This neat shirt commemorates our September 16, 2001 run on the Illinois Railnet. The printed logo is designed around our "NARCOA/Great Lakes Railcars United We Stand Run September 16, 2001", theme which is written above the photo of a M19 and "Illinois Railnet" written below the emblem—the same photo that appears on the NARCOA front web page. T-shirt is white with black lettering. \$15 (XL) per shirt this price includes the shirt, printing and shipping. Please remit endorsed checks to Dave Stroebe, 1694 Broadmoor Street, Muskegon MI 49442-5302. If I can get enough orders, I might be able to get a better-run price, in which case any profits will go to the American Red Cross. JA02

**C5 & C8 Carburetor Seats** - one piece all aluminum, nothing to leak or separate. Install them and forget them. Tried and proven. Will not mark or groove poppet values. I have sold dozens of these seats with no problem. Order FW1353C5 for C5 carbs. FW1353C8 for C8 carbs and FW 1353RK for RKA/RKB twins. Cost \$5 per seat plus a flat rate of \$2 S&H. Send remittance to West Michigan Railcar; endorse checks to Dave Stroebe, 1694 Broadmoor Street, Muskegon MI 49442-5302 Tel: (231) 773-7980. email [strobx@aol.com](mailto:strobx@aol.com). JA02

**MT-14** - ex-SOO #7700-33. Railroad paint, open car, alum. front and top. Good runner. \$4,400. **MT-19A** - ex-ATSF #292. Open car, alum. front and top. New rear axle, 2 high back seats with arm rests and seat belts. Good runner. \$3,700. Located in Washington state. Clyde Andrews Tel: (509) 488-2538 or email [candrews@qosi.net](mailto:candrews@qosi.net). JA02

**Sheffield Velocipedes** - Parting-out two Sheffield velocipedes, clean hardware, reasonable prices. Please send a large SASE to receive a part list. Fred Lienhard, 895 Daniel Drive, Reno NV 89509. Tel: (775) 323-0928. JA02

**Beaver Motorcar** - mfg. 1984, serial no. BC2M84. Completely restored with motor converted from a Briggs &

# 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](http://www.heliflight.com/les_king.htm)

Please, no e-mail orders.

Les King, PO Box 164, N. Lawrence, OH 44666 Phone: (330) 833-2868; Hrs: 7 AM - 9 PM EST; Fax: (330) 830-5213

Stratton to an Onan 20-horse power performer engine. The hydraulics are completely rebuilt. Car body has been completely restored and repainted. Interior is all new including carpeting and sound insulation in floor. Wheels are in excellent condition. All new air bags for suspension. I have manuals and all documentation. Asking \$10,500 or best offer. Hard copy pictures available upon request for serious buyers only. Contact: Mike Craner, 668 Ridgeway Drive, Taylor Mill KY 41015. Tel: h(859) 491-6372 or w(859) 331-3343. MJ02

**DUAL GAUGE MT-14L** Restored motorcar with seats, Onan rebuilt engine, custom manifold and exhaust, all new electrical parts (coil, etc.) rebuilt starter, new clutch, transmission rebuilt, two sets of axles, all new brake parts, and new gas tank. The car has been tested on 4 narrow gauge runs. It takes 4 hours to change to standard gauge. The engine has approximately 70 hours on it. NARCOA and MOW ready. Car is located in Los Angeles. See the photos at: <http://home.netcom.com/~wparsons/Narrow.html>><http://home.netcom.com/~wparsons/Narrow.html>. \$8,500 with all dual gauge parts including second axle set, \$8,000 as narrow gauge car (no second axle set), \$7,000 as standard gauge car (narrow axle and support brackets removed). Wayne Parsons Tel: (818) 368-5942. MJ02

**"Fairmont" Decals** - Dress up that Fairmont with these high quality black vinyl "Fairmont" decals. Logo lettering is computer-generated for easy press and peel application. I have available two sizes, small 9.5" x 1.75" for \$8 each or two for \$15. Large 13" x 2.5" are \$10 each or two for \$18. Full application instructions and shipping & handling included at this price. Contact Terry Yust, 10625 Viola Road NE Viola, MN 55934 Tel: (507) 876-2208 or email: [tyust@rconnect.com](mailto:tyust@rconnect.com). S002

**Brass O Gauge Operating Hand Car Kit** - Precision Scale Company has produced a beautiful operating model of the Buda Type II handcar in brass. This kit can be assembled with either solder or super glued. This is the first in a series of models, the motor cars come next. Send a check for \$26 to Stan Conyer, 9333 West State Road 46, Columbus IN 47201. MJ02

**Fairmont MT14M** - has B48G Onan engine, factory turntable, sound abatement system. Car is in excellent condition, very low operating hours. Wheels are in very good condition. New seats and seat frames. Asking \$9,800 or best offer. Hard copy pictures available upon request for serious buyers only. Contact Mike

Craner, 668 Ridgeway Drive, Taylor Mill KY 41015. Tel: h(859) 491-6372 or w(859) 331-3343. MJ02

**Custom-built Box Trailer** - Trailer has front, side, and rear doors with solar electric battery charger. Trailer price \$2,600 (Delivery is negotiable) Gus vonHolten, 314 Salt Creek Drive, North Port FL 34287. Tel: (941) 429-8481 or email: [vonholtenp@netzero.net](mailto:vonholtenp@netzero.net). JA02

**Railroad Radio Antenna** - Icebreaker style. Complete with connecting wire and end cap. Great for low clearances on your speeder. Good condition, used but not abused. Removed from retired locomotive. Only one left, price reduced to \$25 plus S/H. Contact Walt Matuch, PO Box 222, Bloomsbury NJ 08804. Tel: (908) 479-0002 JA02

**Fairmont MT19** - Retired Canadian National Railway motor car. This car has been restored 70% from the frame up, and will only need body and fender painting. All electrical wiring is completed. This car comes with paint and includes a trailer to haul it home. Car is located in Northern California. Asking price \$1,900. Contact Don Borden Tel: (530) 357-4563 or email: [dborden@jett.net](mailto:dborden@jett.net). MJ02

**Fairmont Hy-Rail** - Nice Fairmont 0307 Hy-Rail gear with bumpers, good rubber wheels. Asking price \$1,500. Wheels also available. Contact Stan Conyer, Columbus IN. Tel: (812) 342-0565 or email [stanconyer@hotmail.com](mailto:stanconyer@hotmail.com). MJ02

**Copper Canyon, Mexico motorcar photo CD set.** We have for sale a photo CD set that contains more than 500 high quality digital images of THE BEST MOTOCAR TRIP EVER IN MEXICO. You will receive two quality CDs that will show you the best of the Copper Canyon, Mexico motorcar trip. Also included with this CD set will be a superb viewing program. This is a great buy for anyone thinking about doing this trip or for anyone that would just like to see this adventure. Please send your name, address and telephone number along with your email address, and we will ship priority mail to you for only \$20 U.S. dollars or 200 Pesos. Canada shipments please add \$5. Contact Jaime Samuell, 19367 Met-O-Wood Lane, Gambier OH 43022-9704. Tel: (740) 427-4444 or email [Jaime@GAMBIERandWESTERN.com](mailto:Jaime@GAMBIERandWESTERN.com). MJ02

**Wanted**

I am looking for a **hand crank** to start a Fairmont 2-cycle M-19AA-type motor. Also looking for a "gong" type bell. Contact Bruce Ferguson 1257 Dunlap Drive

Freeland, WA 98249 Tel: (360) 331-1012 or email [a1hobo@whidbey.com](mailto:a1hobo@whidbey.com). S002

**THE SETOFF** I am looking for any or all back issues of **THE SETOFF** prior to Volume 13, Number 2 either original or facsimile. If necessary I will reimburse your costs, or will trade for facsimiles of **SPEEDER** I have a full set. Contact Nic Doncaster Box 609 North Adelaide, South Australia 5006 or e-mail [nldoncas@cobweb.com.au](mailto:nldoncas@cobweb.com.au). S002

MCCA's **SPEEDER**, Volumes 1 through 7 and Volumes 11 and 12. Also looking for NARCOA's **THE SETOFF** 1988-summer issue. Please, if you have any or all of these issues I will pay for copying and postage or buy original issues. Contact Larry Hileman, PO Box 63, Terra Alta WV 26764. Tel: (303) 789-6942 S002

Looking for a **small Wooding or Fairmont standard gauge motor car**. Car should be mechanically good, and restorable. \$750 or less. Prefer Texas or adjoining states. Please enclose a picture, model description and your price. Loren Little Route 1 Box 693 Pointblank, TX 77364 (Houston Area). Tel: (936) 377-5214 or e-mail [llittle@samlink.com](mailto:llittle@samlink.com). JA02

I need three **back issues of the SET-OFF** to complete my collection from volume 1 number 1 to present. These are winter 1987, spring 1988, and fall 1994. If anyone has duplicate copies of these issues or if I could buy photocopies of them I would really appreciate it. Please advise your cost. Contact Leonard S. Gilmore, 34 Hayes Park, Exeter NH 03833. Tel: (603) 778-0269. MJ02

**Gyralight® parts** or someone who would like to sell one. Contact Jaime Samuell, 19367 Met-o-Wood Lane, Gambier OH 43022. Tel: (740) 427-4444 or email [Jaime@GAMBIERandWESTERN.com](mailto:Jaime@GAMBIERandWESTERN.com). MJ02



FIG. 8-10  
No. 2. Great Fairmont, Dear Larkin

## **North American Railcar Operators Association (NARCOA)**

### **OFFICERS**

Pres. – Ron Zammit  
Sec. – Joel Williams

V. Pres. – Mike Paul  
Treas. – Tom Norman

### **Board of Directors**

#### **Area 1**

(ME, NH, VT, NY, MA, CT, RI)  
Warren Riccitelli  
39 Brookside Avenue  
North Providence RI 02911

#### **Area 2**

(NJ, PA, DE, MD)  
Joel Williams  
Box 82  
Greendell NJ 07839

#### **Area 3**

(IN, OH, MI)  
Stan Conyer  
9333 West State Road, 46  
Columbus IN 47201

#### **Area 4**

(WV, VA, KY, NC, SC, TN)  
Tom Falicon  
1227 Sawmill Creek Road  
Bryson City NC 28713

#### **Area 5**

(MS, AL, GA, FL)  
Bobby Moreman  
3520 Cold Springs Lane  
Chamblee GA 30341

#### **Area 6**

(MN, WI, IL)  
Pat Rock  
500 Sommers Street  
Stevens Point WI 54481

#### **Director at Large**

(Non-voting)  
Mark Springer  
143 North Arcadia  
Wichita KS 67212

#### **Area 7**

(ND, SD, NE, IA)  
Carl Schneider  
1302 – 6th Avenue S.E.  
Altoona IA 50009

#### **Area 8**

(Canada)  
Ken Annett  
3483 Church Street  
Windsor ONT N9E-1V6

#### **Area 9**

(CO, KS, MO, AR, LA, TX, OK)  
Jim McKeel  
9742 Yosemite Ct.  
Wichita KS 67215

#### **Area 10**

(WA, OR, ID, MT, AK, WY)  
Tom Norman  
1047 Terrace View Drive  
Alberton MT 59820

#### **Area 11**

(CA, NV, UT, AZ, NM, HI)  
Ron Zammit  
3841 Santa Domingo Road  
Arroyo Grande CA 93420

#### **Recording Secretary**

Doug Stivers  
1544 Fuchsia Drive  
San Jose CA 95125-4833

#### **Director at Large**

(Non-voting)  
Dave Verzi  
10059 Aldridge Drive  
Columbia Station OH 44028

#### **Committee Chairs:**

Insurance – Tom Norman  
Judiciary – Doug Stivers  
Safety & Rules – Mike Mitzel  
FRA & Railroad Liaison – Ron Zammit

#### **THE SETOFF**

Jan Taylor  
917 Park View way  
Missoula MT 59803

#### **Nominations Elections**

Carl Anderson  
1330 Rosedale Ln.  
Hoffman Estates IL 60195

#### **Legal Forms**

Mark Springer  
143 N. Arcadia  
Wichita KS 67212

#### **Operations**

Hank Brown  
622 Oak Street  
Cottage Grove WI 53527

#### **Rule Book Certification Test**

Al McCracken  
2916 Taper Avenue  
Santa Clara CA 95051

#### **NARCOA Web Master and Communications**

Rich Stivers  
1548 Fuchsia Dr.  
San Jose CA 95125-4833

*Switch stands  
offered in the 1903  
Crear & Adams  
Catalog*

JACK HOOVER COLLECTION



FIG. B 100.

No. 1. OPEN PATTERN. DROP LEVER.  
Prices on application.

**NARCOA Licensed Radio Call Sign  
WPHT745 – 151.625 mHz**

# To Automobile Owners and Chauffeurs

The moral the Long Island Railroad is trying to point out in its campaign against reckless automobile driving over grade crossings is this:

It is better to wait at a railroad crossing than at a doctor's office.

The only sure way to avoid being struck by a train is to

STOP BEFORE YOU CROSS

This Company has spent \$15,000,000 eliminating 305 crossings. It spends \$25,000 a month—\$300,000 a year—to protect those crossings that still exist.

We are doing our part.      Won't you do yours?

THE LONG ISLAND RAILROAD COMPANY