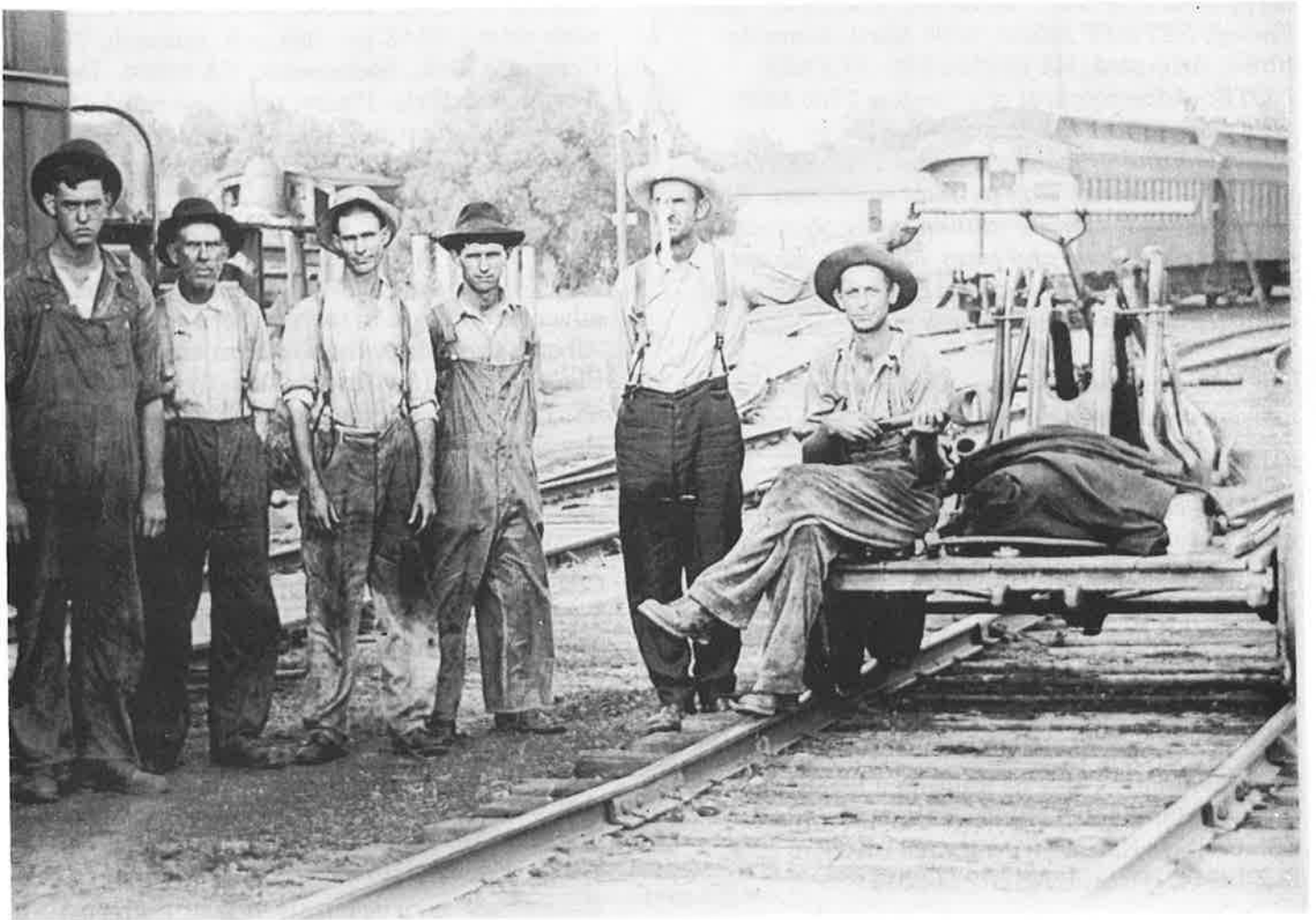
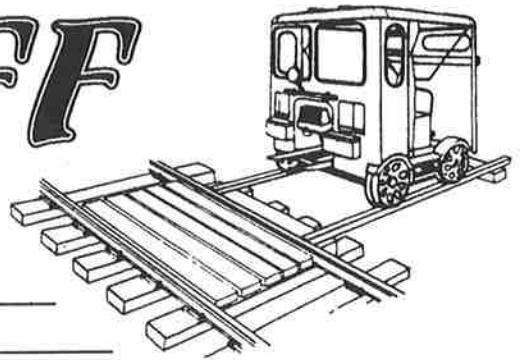


# THE SETOFF

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

January/February 1996



*The above photo of the section crew of the Colfax Northern Railroad Company shows Earl Johnson (on the left with the derby hat), grandfather of NARCOA member David Pratt of Colfax, Iowa. He was the hostler in the yard at Colfax in 1921 when he was killed in a railroad mishap at the spot in the photo where the passenger cars are sitting. Also in the photo is Dad Lidelle, engineer, second from left; John Stewart, roadmaster (sitting on the Sheffield pump car); and William Jones, section foreman, second from right. The other two gentlemen are unknown. Turn to page 5 for the story of the history of the Colfax Northern.*

## Meets

*Members who have organized meets are encouraged to advertise those events here. We will publish all notices received. Be as complete as possible in providing details of the trip: time schedule, costs, restrictions and conditions for attending the event, and total mileage of the motorcar trip. Also, state whether or not NARCOA Rules will be in effect, and whether NARCOA Insurance is required to operate. Send meet notices to: Gene Tucker, SETOFF Editor, 1004 North Kentucky Street, Arlington, VA 22205-2310. PLEASE NOTE: Advertisement of a meet in THE SETOFF does not constitute responsibility by NARCOA and/or its officers, and 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 equipment when attending any meet.*

The following meets are sponsored by regional divisions of NARCOA:

### FIRST IOWA DIVISION:

May 18: Boone & Scenic Valley RR, Boone, IA. First Annual Motorcar Swap Meet and rides over the mainline. Free space (bring your own table). Pre-registration required. Trolley rides available all day, and first day of steam for JS8419. Contact Dave Pratt, (515) 674-3803, or Carl Schneider, (515) 967-5181.

### KANSAS WHEATLANDS DIVISION:

May 25: Central Kansas Railway, Lincoln to Osborne, for Danish Heritage Days, Denmark, KS. Contact Kansas Wheatlands Division, P.O. Box 12514, Wichita, KS 67277-2514.

The following meets are sponsored by motorcar organizations or by individuals:

### MOTORCAR OWNERS WEST:

May 25 - 27: North Coast Railroad, Eel River Canyon, Willits - Arcata - Willits, California, 300 miles, Memorial Day Weekend. Popular trip with limited capacity. Experienced operators and seasoned cars only. NARCOA Insurance and MOW License required. \$175.00. First come, first served. Two-stamp LSSAE with extra LSSAE to: Denny S. Anspach, 710 Coronado

Blvd., Sacramento, CA 95864. Please, no phone calls! Deadline April 15. (MOW License information: LSSAE to MOW, 8678 Fairmont Way, Fair Oaks, CA 95678).

August 31 - September 1: (Pending) Historic Fifth Annual Nevada Northern RR, Labor Day Weekend tour Ely - Shafter - Ely, Nevada, 284 miles. Popular traditional trip with no car limits. Camping at Shafter, with very limited accommodations at Currie. NARCOA Insurance and MOW License required. \$60.00. After March 1, LSSAE with extra LSSAE to: Denny S. Anspach, 710 Coronado Blvd., Sacramento, CA 95864. Deadline August 17th. Please, no phone calls! (MOW License information: LSSAE to: MOW, 8678 Fairmont Way, Fair Oaks, CA 95678).

WILDERNESS TOURS of NARCOA offers the following event:

July 2-6: The ultimate wildlife and railroad adventure! Begin in the northern wheat fields of Alberta and ride to the southern end of Great Slave Lake at Hay River. Then fly to Yellowknife and on to Coppermine on the Arctic Ocean in search of herds of caribou, seals and sea lions. Write for more information to Wilderness Tours of NARCOA, Box 25, Cottage Grove, WI 53527.

April 20: First ever motorcar meet on the CHESAPEAKE RR on Maryland's Eastern Shore. Tentative plans call for set-on at Ridgely, MD. The meet will be between Clayton, Delaware and a point near Easton, Maryland. Round trip distance is approximately 70 miles, but could be more. NARCOA insurance will be required. Railroad has not decided whether to use NARCOA Rules. Send SASE to: John von Briesen, 2715 St. Pauls Street, Baltimore, MD 21218. Phone (410) 243-1983.

April 27-30: MOUNT RAINIER SCENIC RR. Four spectacular days of steam railroading and motorcar touring on the Mount Rainier Scenic RR-Tacoma Eastern Railway on the former Milwaukee branch lines between Tacoma and Morton and Chehalis in Washington state. Ride the "Geared Triple Header" on Saturday followed by three days of motorcar trips on the Tacoma Eastern Railway and the former Milwaukee Branch lines between Tacoma and Morton and between Tacoma and Chehalis. NARCOA insurance required. Cost is \$180 for the 4-day package (including one Coach triple header steam excursion)

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# Editor's Notes

By Gene Tucker

The November/December issue of *THE SETOFF* stirred up some controversy, in part due to opinions expressed by some of the writers of letters to the editor which were printed.

The publication of these letters prompted a call for prior review of the contents of *THE SETOFF* before it is printed, presumably toward the view of removing controversial material. This attempt at censorship is grounded in a very noble goal: to present the most favorable face of the organization to the readers of the newsletter, member and non-member alike.

Publishing an organizational newsletter is always a difficult balance between representing the organization well and also allowing the members of the organization to participate and contribute. *THE SETOFF* is the official publication of NARCOA and, as such, presents official information from the officers and board of the organization. But *THE SETOFF* also serves as the main vehicle for the exchange of information and ideas of the national membership of the organization, including the expression of opinions through the letters to the editor column. This requires that the newsletter remain somewhat independent of the Board's direction.

Accordingly, the *SETOFF* committee and the *SETOFF* editors have agreed to the following guidelines for publishing materials:

- We will not publish articles or pictures of people engaged in or promoting dangerous or unsafe activities.
- We will lightly edit letters to the editor for syntax, derogatory remarks, etc.
- We will make every attempt to forward letters to appropriate committee members for response/resolution so that letters can be published along with a reply.

As always, we continue to invite your letters, photos and articles regarding rules, safety, and insurance, and other topics of interest.

"Reasonable people may differ from time to time," to quote the Commissioner of the IRS. It's true: people differ in their opinions and ideas, but can and should learn from one another. Informed and consensual decisions, formed upon the basis of an open and free exchange of views and ideas, is the best platform upon which to build the future of this and any organization.

## Guidelines for Submitting Materials For Publication in *THE SETOFF*

1. Our editorial policy is to cheerfully 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.
3. We cannot publish copyrighted materials such as: photos, posters, cartoons, or articles without written permission from the author or publisher. Written permission must be provided by the sender at the time of submission.
4. Meet stories, technical articles and lengthy submissions should be typed or printed.
5. Ads, meet notices, and short articles may be handwritten.
6. Photos should be either black and white or sharp color photos. Photos print best when the subject of the photo is large. A picture of a motorcar sitting atop a bridge, for example, where the image of the motorcar is very small, or blends in with the background of the picture, doesn't print well. Please label the back of the picture as to its subject matter and who took the picture. Please do not send slides.
7. Finally, send materials to *THE SETOFF* editor by the deadline, the 15th of each odd-numbered month (January, March, May, July, September, November).

# THE SETOFF

Volume 9 Number 6

<i>SETOFF</i> Editor .....	Gene Tucker 1004 N. Kentucky St. Arlington, VA 22205
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*THE SETOFF* is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA, which includes a subscription to *THE SETOFF*, is \$20.00 per year, and is available from Joel Williams, Box 82, Greendell, NJ 07839.

## From the President

By Ron Zammit

As we start the new year, the insurance renewal is one of the first issues to be considered. The policy seems to be working fine and the Board has indicated that if offered the same conditions as we had in 1995, it should be renewed. I have hopes we will get a reduction in fees. We'll know about rates soon and they will be announced by Tom Norman. The rates partially depend on one accident in which a person's automobile was totaled (\$10,000 possible claim) at a grade crossing by one of our motorcars. Right now (1/9/96) no claim has been processed, and I have my fingers crossed the person's company pays off through no fault insurance.

Enclosed with this issue of *THE SETOFF*, you will find a quickly assembled, Version 3, of the Rule Book. Stan Conyer and I assembled this because it seemed that many folks did not get one in the recent past. I hope this clears up that problem.

I'd like to announce the appointment of Denny Anspach (CA), James Baird (VA) and John Pattison (SC) to the Rule Book Committee. Their primary task is to reword the Rule Book such that it shows more concern for safety in the introduction, and reads better in the statement of rules. Better English with stress on safety would make the Rule Book more presentable to the railroads. A "pretty" version will be issued and serve as a long term Rule Book.

As Gene Tucker has announced, due to time constraints, he is stepping down as Editor. We all owe him a big "thank you" for a time consuming job and a job he has done well, along with his sister, Deanna Baird. Announcement of a new *SETOFF* editor will be made in the next newsletter.

The NARCOA bylaws specify that an annual report be generated each year. Since the financial

paperwork still has not been transferred completely from the "old" NARCOA (Joel to Tom), and since we did not have a full year under the new bylaws in 1995, there will be no report. A year-end Financial Report from treasurer Tom Norman is available (see page 21), and the full Annual Report will be completed, for the first time in NARCOA's history, for the 1996 year.

In closing, please remember, we are starting a new year with a clean slate in regards to accidents. In the future, *THE SETOFF* will feature a Safety column to help us to keep a focus on safety issues. I hope a lot of you will participate in educating the membership at large. Safety in operation is really up to us, the operators. Please act safely on the rails so that we can end the year with a clean slate.

## Meets

(Continued from page 2)

sion ticket); \$100 for two days; and from \$35 to \$70 for single days. Register by April 5th. Send SASE for information to Julie Klontz, 12604 23rd Street Court East, Puyallup, WA 98372 or phone (206) 863-7915 evenings.

May 18 - 19: OIL CREEK & TITUSVILLE RR. Annual Work/Run Meet over the line which runs in the "Valley that Changed the World." See Drake's Well, drilled in 1859. Bring your own tools for brushcutting/clearing. Set-on each day at 7:30 a.m. at Perry Street Station, Titusville, PA. Cost is \$10.00 per car, no insurance required. Send SASE to: Victor W. Maire, 261 Home Avenue, Butler, PA 16001. Phone (412) 285-9614.

1996 PENNSYLVANIA MEETS: NARCOA Rules and Insurance required for all events. Send LSSAE to: Larry Maynard, RR #1, Box 351, New Columbia, PA 17856. Phone (717) 538-9050, FAX (717) 538-9184. Register for all three before May 1, 1996, for \$100.00.

May 18: Lackawaxen & Stourbridge RR. Cost is \$30.00

July 20 - 21: Central Pennsylvania Weekend, North Shore and Shamokin Valley RRs. Cost is \$50.00.

October 12: Autumn Leaf Ride, Wellsboro and Corning RR. Cost is \$30.00.

**Please submit contributions for the March/April issue of *THE SETOFF* by March 15th. Send them to Gene Tucker, *SETOFF* Editor, 1004 N. Kentucky St., Arlington, VA 22205.**

# *The Colfax Northern Railroad Company Served the Coal Industry From 1900 to 1924*

By Dave Pratt

Let's start our story back in 1861, with a little railroad running from Colfax, Iowa, to Valeria, Iowa. The railroad was named the Iowa Northern, and made its way through the hilly countryside hauling coal and freight out to the Chicago Great Western in Valeria and back with grain to Colfax for the Rock Island.

As the Civil War ended and the years progressed, the Iowa Northern flourished and the coal mines did well with their exports. But, like all railroads, good times led to bad times and in 1899 the Iowa Northern was confronted by three businessmen, D. Ryan of Colfax, G.A. Goodrich of Newton, Iowa, and J.S. Wylie of Davenport, Iowa.

In the year 1900, an agreement was made to purchase the Iowa Northern. Included in the purchase were one locomotive, four freight cars, twelve gondolas, two cabooses, and two depots with seven miles of track. Such was the start of a new railroad called the Colfax Northern Railroad Company.

In 1901 more track was laid south of Colfax to Seavers and several miles farther south. In the years to follow, more track was laid north to the little town of Oswalt. By the year 1903 things looked very good, and with an ambitious mind they thought of a line to Boone, Iowa, and then a push on to the Pacific Coast.

Freight shipping was good, but the main staple was coal. The Chicago Great Western was taking all the coal it could get at Valeria for its steam engine and the Rock Island wanted its share in the tippie at Colfax.

By 1915 Colfax, Iowa, had five railroads, the Rock Island, the Newton and Northwestern, the Mineral Springs Railway, the Inter-Urban Railway and, of course, the "Gem of Colfax" now dubbed the Northern, the Colfax Northern Railroad. The Northern, by this

time, had two engines, a 4-8-2 No. 11 and an 0-4-0 No. 13, plus one engine for parts and to supply steam to the roundhouse. All engines were ex-Rock Island.

In 1918 a lad by the name of Henry Pratt was taken from school at the age of 13 and sent to the mines to help provide for the family. From another part of town, Earl Johnson, 23 years old, went to work for the Northern. Soon they would both become part family.

On his days off from the mine, Henry would run an electric motor car for the Colfax Mineral Springs Railway for an extra ten cents a day. But the big money was at the Northern for 25 cents a day. Some 700 passengers a day came to Colfax for its health spas and mineral water baths, which kept all five railroads in passenger service. The Rock Island led with 27 stops a day!

On February 28, 1921, Earl Johnson was off to work for the Northern. They were switching cars in the yard and he was ordered back to uncouple the last six cars. While doing so, he slipped, falling in such a manner that the engineer backed the first wheels of an empty coal car over his entire body, and ended the life of Earl Johnson.

As time went on, the Northern started to experience bad times. The coal mines started to deplete, the health spas became less popular, and in 1923 the Colfax Northern Railroad asked the Iowa D.O.T. for permission to shut down and abandon the operation. It was granted in 1924 and tracks were removed.

Engines were sent to a cement plant in Des Moines, but the passenger cars sat on No. 2 siding until 1950 when they were taken away by the Rock Island. The only piece of the Colfax Northern left today is a small segment of No. 2 siding on which my grandfather, Earl Johnson, lost his life.

## North American Railcar Operators Association (NARCOA)

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President - Ron Zammit  
Vice President - Stan Conyer  
Secretary - Joel Williams  
Treasurer - Tom Norman

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(ND, SD, NB, IA)  
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1302 6th Ave. SE  
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Area 2  
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Area 8  
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Area 6  
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Mike Mitzel  
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Waterman, IL 60556

Director at Large (non-voting)  
and Recording Secretary:  
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1780 Maricopa Dr.  
Oshkosh, WI 54904

Director at Large (non-voting):  
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115 Ridgecrest Rd.  
Asheboro, NC 27203

### Committee Chairs:

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Judiciary: Jack Whitt  
Safety and Rules: Stan Conyer  
Safety Subcommittee: Mike Mitzel

THE SETOFF:  
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1004 N. Kentucky St.  
Arlington, VA 22205

Nominations (Elections):  
Carl Anderson  
1330 Rosedale Ln.  
Hoffman Estates, IL 60195

Operations:  
Hank Brown  
622 Oak St.  
Cottage Grove, WI 53527

Legal Forms:  
Mark Springer  
143 N. Arcadia  
Wichita, KS 67212

## Letters to the Editor

To the Editor:

Thank you, Gene Tucker, for being a good example to the NARCOA membership by writing your thoughts down and having them printed in *THE SETOFF*.

Our country was founded on the principle of free exchange of ideas and you are quite right in suggesting that all actions of the Board and officers on behalf of NARCOA should be published in *THE SETOFF*. The positions taken and votes cast should also be published so that the membership can make an informed evaluation of whether the leadership is adequately representing the members' views. This fosters an awareness vital to making the appropriate choices at election times.

Rules without penalties are hollow, meaningless things of no use to anyone. When those that don't care anyhow realize that there are no adverse consequences to their actions, they disregard all reasonable restraint and will probably hurt themselves or someone else in time. I believe that most NARCOA members are responsible, thoughtful people. Penalties are for the few who would rather do things their way and the rest be damned. We need, for the sake of the hobby, to weed them out or bring them around to conformance to the rules.

It is very helpful to publish the Board agenda in advance. The Board should also encourage members to suggest issues for the Board to consider. Being on the Board can be a hard, expensive and thankless job, and those that go for it deserve to hear from us, both the bad and the good. Make a new year resolution to write or call your Board member at least once this year and, if possible, thank him or her for the job they're doing. On the other hand we, the members, are responsible to monitor the actions of our representatives and to take appropriate action when and if necessary to maintain a true representative form of leadership.

NARCOA does not exist to become a "model" member of the professional railroad fraternity. It's a hobby. A hobby, as defined by Webster's, is "something that one likes to do in one's spare time." Wrangling, politicking, "secret meetings" that some alluded to may be all that some want out of membership in NARCOA, but for most of

us it's not the kind of hobby we're into. Let's strive for just enough rules to make our hobby safe and fun for the whole family. Our goal should not be to have the best rule book in AAR's "auxiliary"; it's to enjoy safely operating our cars when and where we can in the company of fellow operators, friends and family.

Besides, a clean record counts more than all the rule books in print. Let's work on cleaning up our act (see hollow rules above) before adding to the list of rules.

Remember, it's a hobby!

Don Connelly  
Forestville, CA

To the Editor:

A few subjects I would like to speak on briefly:

1. In reply to George Traver's letter and the subject of having access to sections of unused track. If a member of NARCOA or any motorcar group feels it would be better to use a piece of unused track for motorcar activities rather than watch the right-of-way be slowly retaken by Mother Nature, do something. Make a proposal to operate on the given track with the stipulation that you will try to the best of your abilities to keep the rail clear for travel by cutting back encroaching brush and vegetation. If the track is state-owned, apply to the state. If you can provide a service to reduce a financial burden on the taxpayers on a volunteer basis, I think you'll have a leg to stand on. Don't make this offer from an individual, but from a group of people, if possible. To offer this type of service to a struggling short line RR may be very welcomed. You won't know until you try.

2. To Gene Tucker, I know well the strains of putting together a newsletter as I do so for the Cotton Valley Rail Trail Club. I have seen some of the regional motorcar groups discontinue their newsletters over the past few years. In my eyes, this is quite sad when it happens. For *THE SETOFF* to go bimonthly from quarterly was a big effort. I feel that most editors I know are very under-supported in their duties. I would very much like to hear more about the happenings of the regional groups. It would be easy for regional clubs to forward an article that you have written for your own newsletter to the *SETOFF* editor. Spread around your ideas and thoughts.

3. If you don't like what is going on within NARCOA, say something. How are people to know that what they are doing is displeasing if they have no feedback. Gene, thank you for your comments. I just hope the right persons are listening.

Steve LaBonte  
Mont Vernon, NH

To The Editor:

I would like to respond to Gene Tucker's letter that was published in the November/December 1995 issue of *THE SETOFF*. Firstly, I would like to thank Gene for his unselfish dedication to the hobby in putting out *THE SETOFF* for five years. He has obviously expended a lot of time to ensure that all NARCOA members were kept up to date on the wonderful world of "motorcarring", and I wish him well as he pursues other endeavors.

Regarding Gene's "Christmas Wish List", I have the following comments:

1) That the NARCOA bylaws be published in *THE SETOFF* or distributed to all members. As the Recording Secretary of NARCOA who was deeply involved in the process of drafting new bylaws, I can say that an extra heavy-duty issue of *THE SETOFF* would be required to distribute the bylaws in this fashion, and that issue would have to be entirely dedicated to printing the bylaws as they run 33 pages! If the bylaws were to be mailed to each member (1,200 members at present), the 17 pages of double-sided printing would cost NARCOA approximately \$2,200.00 for photocopying (3.5 cents per page) and postage (\$1.24 per envelope).

Considering that the Board made the bylaws available by member request for \$2.50, and that only two members actually made that request, it would appear that sending the bylaws to each member, either by *THE SETOFF* or through the mail, is not warranted. Nevertheless, I will propose to the NARCOA Board that the Board consider having one issue of *THE SETOFF* dedicated to printing the bylaws to address this concern.

2) That the votes taken by the Board list the names for aye and nay votes. Although this recommendation will probably result in Board members being bombarded by negative mail, it is

(Continued on next page)

## Letters to the Editor

(Continued from previous page)

consistent with the procedure established by our democratic U.S. Government for Congressional votes, and I will therefore recommend to the Board that this recommendation be adopted.

3) That proposed penalties for offenses, rulebook revisions, etc., be put to the membership for a vote. It is already established by the NARCOA bylaws that any proposed changes to the rulebook be published in *THE SETOFF* for member comments prior to the Board taking final action on such proposals. The editor has published proposed rulebook changes in past issues of *THE SETOFF* before the Board has acted on them, so this comment is surprising!

With regard to letting the general membership vote on offenses, etc., it is instructional to again look to our U.S. Government which is a model for our own democratic organization. Consider what would happen if the whole U.S. populace had to vote on the "etc." issues that arise. No action would ever be taken on any proposal since the process would always be locked up soliciting votes! This is why we have representative government—to streamline the efficiency in getting things done.

The same logic pertains to NARCOA. If the Board had to solicit 1,200 votes each time a proposal was put to the Board, nothing would ever be done. The system would just "lock up"! Since the Board considered proposed changes to the bylaws and the rule book to be matters of extreme importance such that members should have input prior to Board action, the bylaws specifically cover those two issues.

4) That the new rule book be distributed to each member yearly, or when a member joins. No new rule book has been printed since NARCOA reinvented itself in 1994, since rule book changes have been coming fast and furious, and it would have been terribly costly to put out a new rule book after the first set of changes, only to have to put out significant updates with the second set of changes. Your points are well taken, however, and it is the Board's intent to publish a new rule book upon Board ratification of the proposed new changes, which has taken place by a mail vote amongst the Board members. Hopefully, the new rule book will have been issued by the time this letter is printed.

As for new members, this is an excellent point; however, not all new NARCOA members operate motorcars. For those new members who do, your suggestion is excellent, and I'll be recommending that the Board find some cost effective way of determining which new members operate motorcars and have a rule book sent to them.

5) That NARCOA members would make themselves known on issues to the officers and Board members, and attend Board meetings whenever possible. All I can say to this is "amen, amen"! I don't think you would find any Board member who wouldn't agree with this "Christmas wish".

6) That the Board's meeting agendas be published in advance of meetings in *THE SETOFF*. The bylaws are quite specific on this point. Article 11 Members, Section 3 Notice of Meetings, states in paragraph (c) Contents of Notice: "Notice of a membership meeting shall state the place, date, and time of the meeting . . . and . . . those matters which the Board, at the time notice is given, intends to present for action by the members. Subject to any provision to the contrary contained in these bylaws, however, any proper matter may be presented at a regular meeting for such action." A key word in the above quotation is "intends". To the extent that "intended" matters are to be brought before the Board, yes, the notice of the meeting should list those intentions. However, the latter part of the quotation says that any legitimate matter can be brought before the Board, in which case, such a matter not known by the Board at the time that notice is given, would not be in the agenda provided with such notice.

So, I am happy to announce that several of your "Christmas Wishes" have merit, and I will attempt to persuade the Board to act favorably on those wishes. So you see, Gene, there really is a Santa Claus!

Mike Paul  
Oshkosh, WI

To the Editor:

A letter from Mr. Traver in the Nov./Dec. issue of *THE SETOFF* asks, among other things, how we can comply with yard speed limits if speedometers are not standard equipment. Others may have wondered about that also.

Actually, there are several ways. One was



## Letters to the Editor

published in the Summer '94 issue of *THE SET-OFF* and consists of counting rail joints on one side for 26 seconds. The answer you get is your speed in miles per hour. In a yard, you could count for 13 seconds and double the answer to get an acceptably close indication of speed.

Another way is to look down at the ground and ask, Could I run that fast? If the answer is no, then you are probably above 15 m.p.h. If you are unsure, you can always go slower.

Finally, there is experience and judgment. If you or your passenger check your speed often enough with the 26-second method, you will soon be able to come very close to any designated speed by listening to the engine. An operator is expected to judge a safe following distance and a safe stopping distance without instruments. Speed judgment is expected also.

Dick Ray  
Randolph, NJ

To the Editor:

I would like to thank you for all your efforts and time put in being the editor of *THE SET-OFF*. It surely is and has been appreciated.

I agree with the letter you wrote to the editor but would like to add some. A panel for punishment is not what I am looking for in a motorcar organization. Especially one that is made up of people that have no formal training in accident investigation, railroad operating policies or railroad-related accident investigating policies. Relying on hearsay, gossip and second- and third-hand reports is very unprofessional. On top of this base, a sliding point system erases any credibility with anyone. A group trying to remedy its reoccurring problems using a kangaroo court system based on people snitching on each other has no place in my world.

The NARCOA I joined and supported several years ago is not the "new" NARCOA of today. Slower speeds and meet coordinators not cramming too many hours and too many miles in a meet to make a buck would go a long way in stopping accidents and having safe runs.

Eric Schwandt  
Dundee, MI

To the Editor:

I just received the current copy of *THE SETOFF* and was surprised by the number of criticisms found within "Letters to the Editor." After analyzing the criticisms, I was compelled to respond because most of the "solutions" to the "problems" were either short-sighted or were not in the best interests of the NARCOA membership.

Just for a moment, let's consider Gene Tucker's Christmas wish that the general membership vote on rule book revisions and penalties. To make this work, a committee would be assigned to collect rule book revisions and penalties, have them printed up as ballots, mail the ballots, and then tally the ballots when they were returned. This effort would realistically require hundreds of volunteer hours to manage the task, not to mention the increased printing and postage costs.

What about mass mailings of the bylaws and rule book, and agendas for upcoming Board meetings? Same ramifications: lots of volunteer hours and increased operating expenses. It is more cost-effective to distribute copies of bylaws and agendas to those members who request them. As for rule book, it is cheaper to distribute correction pages than distribute entire rule book. However, it is perfectly reasonable to send rule books to new members; and it is reasonable to charge a nominal fee (\$5) when a member requests a replacement for a lost rule book or a copy of the bylaws.

What about the seat belt issue raised by George Traver? The engineering requirements for seat belts in a motorcar are not as critical as those for an aircraft seat. I have installed seat belts in my motorcars and feel my chances of escaping serious injury are much better than not having them. Based upon my experience, every passenger who jumped or was thrown from a motorcar was injured more than those passengers who remained inside. Given a choice between ballast in my face or staying in my motorcar, I've chosen to stay in my motorcar with a seat belt.

Last year, the NARCOA Board voted to administer a new third-party liability insurance program for the benefit of its members, chapters and affiliates. Finding an insurance carrier who was willing to assume a large financial risk for a relatively low premium was a difficult task.

(Continued on next page)

## Letters to the Editor

(Continued from previous page)

Although it may be taken for granted, third-party liability insurance is probably NARCOA's most important asset. For most of us, having third-party insurance means the difference between using our motorcars or just admiring them in our garages. Because third-party insurance is so valuable, it makes sense to protect it by having a strong safety and enforcement program. No one wants to see our insurance canceled because the insurance carrier believed NARCOA was no longer a reasonable financial risk because it was not enforcing its own rules.

Contrary to the perceptions of Ronnie and Deanna Baird, the NARCOA Board is "on track". In reality, their suggestion to involve the membership in every detail will certainly "derail" timely responses to immediate problems which affect everyone's safety and well-being. If you think the NARCOA Board votes unanimously on every issue, it's time for you to attend a Board meeting. There are plenty of arguments and heated exchanges.

The Bairds also wonder if "better operator training would help". I know it would. Based upon my experience with Motorcar Operators West (MOW), I would strongly recommend both a licensing and an operator mentoring program. By requiring that motorcar operators pass a rule book exam to get an operators license, we have some assurances that the operator read the rule book, whereas a mentoring program provides some assurances that a new member can safely operate his motorcar.

Despite the "perception" that MOW is burdened with too many rules and regulations, the MOW Board did not add any new rules during 1995. The number of MOW members and licensed operators increases each year. We enjoy positive relationships with numerous railroads, the FRA and the California Public Utilities Commission (PUC); and each year we add more railroads to our growing roster of club-sponsored excursions. The same benefits can be enjoyed by all NARCOA members if we put aside our petty differences and work together for the common good.

Doug Stivers  
MOW President and Regional NARCOA  
Insurance Program Representative

To the Editor:

My family and I enjoyed our first speeder meet in July of 1990. Since then we have logged over 12,000 rail miles. The benefits of this hobby have been enormous—we have had the privilege of seeing some fantastic country and have become friends with some extraordinary people. We have also seen the hobby expand quite rapidly and realize that its future health depends on the level of dedication to safety by each and every participant.

Ours is the only hobby I can think of that demands an exceptional safety record to ensure its existence. We just don't have the latitude of such other hobbyists as: sky divers, hang gliders, swimmers, skin divers, runners, joggers, mountain climbers, hunters, fishermen, bicyclists, boaters and skiers, to name a few. Our hobby depends on our relationship with the railroads, for without them we have no place to run our motorcars. We are not an essential part of their operation.

With this in mind I want to address three issues of safety that we must keep in mind at all times when we are on the rails:

1. **CROSSINGS.** Highway crossings represent our greatest exposure to danger. Please remember that **SPEEDERS DO NOT HAVE THE RIGHT OF WAY AT HIGHWAY CROSSINGS.** Whether you are approaching a flagged four-lane crossing or a seldom used dirt crossing, it is up to you, the operator, to determine that it is safe to pass through. If that means you must come to a complete stop to see if the road is clear, then by all means do so. You are risking the lives of yourself and your passengers if you do otherwise. When motorists approach railroad crossings, they are looking for locomotives, not speeders. Unfortunately, some of them aren't looking for anything.

2. **DISTANCE BETWEEN SPEEDERS.** On good track we often travel at around 30 miles per hour. A safe distance between speeders at that rate is 500 feet. That means when the speeder ahead of you passes a certain point, you will pass that same point in less than 12 seconds. If the speeder ahead of you should have to stop suddenly, you will both be very happy to have that 500-foot safety margin.

3. **OPERATOR ATTITUDE.** The safest operators are those who give 100 percent of their attention 100 percent of the time to running their cars. They realize that anything less is unaccept-

able. They show their passengers where the brake lever is and how to use it. They enlist the aid of their passengers to watch at crossings and congested areas. They leave the picture-taking to their passengers, or ask their passengers to watch ahead while they take a quick photo when it is safe to do so. They do not operate camcorders if they have no passenger to keep track of the track! While they realize the value of that red flag and brake light ahead of them, they do not take them for granted because they know that some day that obstacle ahead of them could be a fallen tree, a boulder or a cow (none of which have red flags or brake lights.)

If you do not understand these issues please discuss them with your meet coordinator or set-on coordinator BEFORE your next rail excursion.

Nancy Van Loo  
Gales Creek, OR

To the Editor:

With this letter comes the sensation of jumping into a locomotive firebox. It seems that we are all quite wrapped up in a tussle of what rules are right or wrong, and whose idea stinks and whose doesn't. Through it all, I have been fortunate enough to meet a great number of operators from around the nation. The common threads do include that tremendous investment in hardware, not to mention the accumulated months of work, and most of all the desire to continue operating their motorcars. Like everyone else, I've got ideas on our future, and how NARCOA should head.

Several points that I'd like to address here include:

The Judicial Committee. With our growing numbers, the hope of having this group in place is to negate the need for a phone book of rules, hopefully eliminating the impression of trying to dictate common sense. Is it felt that the Judicial Committee is not aware of the consequences of unfair administration policy? The members are committing their reputation to its mission.

Member input has been effective at the board meetings, as witnessed at the February 1995 meeting, which was well attended by the general membership. There were some well presented amendments, submitted by the membership, that were presented and ratified by the board in regards to establishing the bylaws.

When the notice of the availability of bylaws was published, Mike Paul had them sent to me within a week of requesting them. I don't see that there is any attempt to make them unavailable.

Operator training is a great idea, but who is willing to establish and administer this program? This could be a good start in establishing an operator certification program. Perhaps this could be something executed at a local level.

If possible, it would be to the organization's benefit if our editor could attend the board meetings. *THE SETOFF* is our only official communication, and the editor needs to be in personal contact with the workings of NARCOA.

There are also other specific points I'd like to address here, but I'll get to some points that NARCOA members may want to concern themselves with. First, there is little regard for the liability placed on our meet coordinators and railroads (and for that matter, the board of directors). This is the mechanism that makes motorcarring happen. There is little thanks passed out, replaced by a hopper load of responsibility and risk. Do you realize that your meet host is personally vulnerable in the event of a mishap? We need to insure coordinators and those who assist them. In addition, our local groups need to be incorporated for proper accounting, and for the benefit of protecting officers and members. This is not the result of any motorcar operator or group—it's the nature of our operating environment. I don't even want to mention our lawsuit crazed society and, even though our funds are small, proper accounting of our funds in regards to tax law is an item that needs to be addressed.

Dave Verzi  
Columbia Station, OH

To the Editor:

Last issue of *THE SETOFF* contained some interesting criticism of recent Board actions. I'd like to reiterate Gene Tucker's comments about growth and change: NARCOA has moved through some long overdue growth (almost complete now) and there has been some pain. This has occurred with dissatisfaction to some in the membership. All of us, including your Board,

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## Letters to the Editor

(Continued from previous page)

wish to just have fun on their motorcars, doing as little else as possible—it is just a hobby. But that is not the real world. Some change was needed to make this a legitimate hobby which will last into the next century and with chances for growth.

So why has the Board acted in various ways mentioned in these letters? Well, there are no easy answers, but the answers are there for anyone who cares to find out. Communication has not always been clear as to WHY the Board has done something, and things have moved quickly. One could start investigating the issues by going to the meetings, by contacting their Director, or by writing me. Believe me, the Board did not sit around trying to find new things to throw at the membership just to bother them. Each action had a cause. So I ask that before you, as a member, judge too harshly those who are trying to serve your best interests, please, please check with your Director before jumping to conclusions. Or talk with someone attending the meetings.

The people who have driven the changes in NARCOA are those who have been on the front lines—the meet coordinators and others who have done the ground work with the insurance industry and railroads which we all enjoy. Have a look at the pictures taken during the Board meetings. Odds are, these are the folks who have helped you enjoy a railroad at one time or another. Their necks have been “on the line” in setting up and running excursions. These same people were, and are, disturbed by the accidents (six serious ones in 1995), the lack of proper rules, the lack of attention and common sense with some operators, the unknowns of legal issues, the unknowns of insurance, and the unknowns of the FRA. Rather than continue with the “heads in the sand” attitude, most of the people in those photos have worked to organize NARCOA into a true organization to get security, to get legal protection, and to make our excursions safer. They have made this NARCOA’s agenda.

I apologize for my part in not communicating better. It is not always easy for me to write clearly. Additionally, the staff of *THE SETOFF* has not been able to attend the Board meetings, so communication via *THE SETOFF* has not always been great. We have been trying our best.

Now for the issues in the letters:

Insurance. The topic that will not go away. Yes, we did have problems in getting the policy started and did operate on binders for months. The binders were actually more general than the policy, so offered greater protection. The policy is as clear as any insurance policy, meaning most of us don’t understand it. I’ve had it checked by two lawyers, one who also runs a railroad, and it seems to fill our requirements fine. Details on this if you write me; I won’t go into it here.

The insurance is an EVENT policy. It covers the excursion’s participants (you) from the public, and it covers the railroad’s liability on our excursions. NARCOA is not requiring that you or your group use it UNLESS it is a NARCOA named excursion. That means you and/or your buddies can go hold an excursion where the railroad does not require insurance, but YOU assume the liabilities. (If you think your auto or home insurance covers this, check that paperwork and talk with your agent. No one has found such a policy. If so, I’ll buy it too!)

The bottom line is this: because of the liabilities, NARCOA will get out of holding uninsured excursions, no matter if the railroad requires it or not. No one is stopping you from arranging uninsured excursions. The excursions will not be NARCOA, however. The local groups can do this if they wish and risk the exposure. I personally will no longer go on an uninsured excursion; there is too much to lose.

As to insuring your motorcar and not the event, it just doesn’t work that way. Actually, I’d like to insure the driver only, that way I could operate any car at any railroad and be insured. Sorry, and I am sorry about this, but so far we have not been able to find such a policy. And the railroads I have spoken with want the event policy. Period.

(I’d like to offer one observation from my setting up of motorcar excursions. Railroads are like people, with different personalities. I am sure you have noticed. Some railroad managers want to see the insurance paperwork before you can start talking. The other extreme is that some could care less. When you start digging, you find that they, the railroad management, believe the railroad’s policy will cover the excursion. This will be true if the railroad is TELLING its insurance company about this and they calculate motorcar excursions into the railroad’s bill. So I ask all of you to think of the risks you are taking,

should you run without insurance. If the railroad's insurance company finds out about your riding without insurance, they could cancel or may jack up the railroad's rate. That's like you trying to hide a teenage driver on your family auto insurance policy.)

Judiciary. This item seems to be catching a lot of heat in the letters, and even the old track inspector wants to tell the Board "where to put it." The committee has done a reasonable job in setting up this procedure. No organization as diverse as ours can run without penalties for wrongdoing. These cannot be made on the fly, rather they must be thought out. The Bairds' idea of training is a good one, but how do you force a person who needs training into the program, should we set this up? The Board has considered this. This would lead to operator certification, a big "no no" with this group at present.

(On operator certification, one local group does this already, another is starting. Does anyone know what the railroads do for certification of track equipment operation? I have heard from pretty reliable sources that some states require that an operator of any track equipment must have some type of certification as to training. Should any one know about this, please let me know.)

Regardless, hopefully, the judiciary is used only rarely.

Rule Book. Another big problem area is the rule book. Stan Conyer and I have put together an interim book because there are so many members without. So with this issue of *THE SETOFF*, there is an insert of the Rule Book. Everyone in NARCOA has been too busy to do this important task, and we apologize for the delay.

I personally feel that the book is almost complete as to rules. We do need something to stop filled gas cans used as "bumpers" between motorcars, but no good solution has come up. Hopefully WE think of something before a bunch of us gets "toasted." Complete or not, the Rule Book's language is very "hobby" and needs to be upgraded to a more professional tone. I know, I know, this IS a hobby. However, railroads are an INDUSTRY and we must present ourselves to this industry and its regulators as professionals.

Now let's look at one of the more problematic of the new rules, the RECOMMENDATION of seat belts. No they will not be required, as one

letter points out; that is too complicated and the Board understands this. However, there is a misconception that it would be better to fall or jump out of the motorcar when trouble arises. THIS IS JUST NOT TRUE. I'll go one for one with motorcar accident stories with anyone on this. It is better to stay with the motorcar in all the accidents I have investigated. Think about it: if in an accident, would you jump from your auto at 20 m.p.h. and hit the cement? I hope not, it has been proven you have better chances with the auto. Would you jump out on track at 20 m.p.h.? Give me the cement any day. But, you say, the motorcar is pretty flimsy. Yes, but at our speeds—40 m.p.h. tops—it doesn't take a rocket scientist to figure out it is strong enough to ride out most accidents.

Yes, in the old days, when railroads used motorcars, there was a chance you may be hit by a train. Jumping out of the motorcar might be an option to be considered. But we meet almost no trains on our excursions. However, the chances of you getting in a motorcar/motorcar collision are much greater, and these collisions seem to cause derailments. Again, think about it: do you honestly think you have better chances hitting the rail and/or ballast rocks if you are in a derailment?

Some of the rule book critics are those who own historically significant equipment. They, like me (I have a hand car), wish to continue to operate. I feel that the Board has yet to address these people's concerns and will ask that this be done at the next meeting. Remember that most of the rules apply to motorcars. However, some clarification may be useful. That may be of the form: "Meet coordinators may make certain exceptions for equipment not classified as true motorcars (hand cars, velocipedes, and steam cars), or pre-1930 motorcars. These exemptions are: brake lights, running lights, brakes, and tow hitches. Exempted equipment is allowed on excursions for which the maximum speed is 20 m.p.h., running on dry track only, and in daylight only." Let your Director or me know your feelings about this and how to modify the wording if you have suggestions.

This, like other new rules, must be placed in *THE SETOFF* for membership input to the Board before the Board votes the rule up or down. This procedure is defined in the bylaws. The

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## Letters to the Editor

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explained by Stan Conyer. The first printing of the PROPOSED rules was for members' input. THEN the Board voted later that fall. A lot of people have thought that the PROPOSED rules had already been passed. NOT TRUE, please read Stan's messages.

Bylaws. The bylaws have been available from the beginning from the Recording Secretary, Mike Paul (\$2.50 for costs). This was announced in the Fall 1994 *SETOFF*, and Mike has gotten very few requests. If you think NARCOA should mail out a copy of the bylaws to each member, drop me a card. If there is enough interest, I'll ask the Board to spend the approximately \$1,500 or more, to send these out to all. Each Director has a copy, and there are copies at all meetings. Anyone who has not seen a copy just has not made much of an effort to obtain one.

Board Agendas. I have gathered agendas from members and Directors in the past. Please input your ideas to me before the next meeting and I'll place it on the agenda. It will help your cause greatly if you come to the meeting for which you are on the agenda. If anyone wants an agenda before the meeting, send me a LSASE and I will send yours out with the Directors'. I see no easy way in getting a valid agenda before the meetings via *THE SETOFF*, the lead times of *THE SETOFF* are too long. Should we do a special mailing? Who will do this? Is it worth the costs? Let your Board have your inputs.

Board Meeting. The next Board meeting is to be in Wichita, KS. I originally tried for the date of Sept. 14, with possible motorcar meet the day after. One Director cannot make that day, so I am now trying for Sept. 7 or Sept. 21. Please let me know if you wish to come but cannot make one of these dates (Board members, too!). If I don't hear from anyone, I'll set it for Sept. 7. As suggested by the letters, I hope lots of people make the meeting.

What will be on the agenda? As I have stated, most of the rule making is now done. The big issue for the next meeting is how to organize the "locals." Right now NARCOA only has provisions for chapters. These chapters are part of the corporate structure of NARCOA. It appears the only way we can stop liabilities from one chapter transferring to the others via the

corporate structure, and separate the financial parts of each group for the IRS, is to make corporations out of each local. (At present, the NARCOA Treasurer must include each chapter's finances in the IRS reporting for NARCOA.)

A lot of locals have started this ball rolling. Motorcar Operators West is incorporated. Others who have talked about it, or are in the process, are: Northwest Railcar, First Iowa Division, Hoosier Railcars, and a group forming in the southeast, plus others. This process will take some time, but in the end, I see each of us as members of a local, incorporated group, and also NARCOA. The local would have a set of bylaws—not NARCOA's but their own, a newsletter, and run their excursions. NARCOA would operate the insurance programs (for excursions, plus a program for meet coordinators and officers covering tort liability), make available the proper legal forms, plus deal with territory issues between locals, large railroads, the national media, national Operation Lifesaver, and the national FRA.

Again, I'd like to ask all of you with concerns about NARCOA's operations to work with your Director and the committees of the Board. As all of us know, with a representative form of governance, it is easy to criticize, but more difficult to get into the organization and do something. If you feel strongly about an issue, get to work on it. You will make a difference if you participate.

Ron Zammit  
Arroyo Grande, CA

### ***The Track Inspector Sez:***

***You know you are on an  
overgrown railroad when the  
weeds take the flag right out***



***of your  
hand  
when you  
signal a  
stop.***

# *Safety: A Railroader's Perspective*

By John Pattison

"Page 1, Rule 1.1, Safety: Safety is the most important element in performing duties. Obeying the rules is essential to job safety and continued employment." (General Code of Operating Rules, Third Edition, effective April 10, 1994.)

This rule, the first rule in the General Code of Operating Rules, is familiar to anybody who earns a living making trains roll. Over 90 of America's freight and passenger railroads operate by the General Code (GCOR).

Now I don't proposed that NARCOA utilize the GCOR by any means. We have a rule book that is constantly being updated and amended to better provide a safe and uniform environment by which organized rides can be made. What I do want to accomplish is to share a few thoughts on safety around railroads. My viewpoint might be slightly different than some of the speeches you've read or heard before simply because I am exposed to the dangers daily as a locomotive engineer.

The first thing we all need to understand when going to any railroad is, the vast majority of railroads are not part of the national park system. Railroads by nature are an inherently dangerous environment. They exist in the harshest of industrial settings as well as some of the most tranquil and beautiful areas of this country. Your actions and those around you can quickly transform that scenic curve into a call for help.

Okay, how then do we prevent accidents and injuries? One, by doing all of those common sense things we often take for granted. Don't step on a rail, step over. Expect the movement of trains, engines, cars, or other equipment at any time, on any track, in either direction. GCOR Rule 1.1.1 states "in case of doubt or uncertainty, take the safe course."

One rule common to all railroads alike is the "Movement at Restricted Speed". This rule, which is not presently a part of the NARCOA rule book, reads as follows: "When a train or engine is required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of: train, engine, railroad car, men or equipment fouling the track, stop signal, derail or switch lined improperly. The crew must keep a lookout for broken rail and not exceed 20 MPH."

Each train in this country at some time from its origin to end will operate at restricted speed. I have handled 6,000-ton coal trains on Conrail, 14,000-ton coal trains on SOO Line and 10,000-ton mixed on SP in Oregon, all at one time or another at restricted speed. My point is this—if a train can do it safely, so can a motorcar. If we as motorcar operators moved at a speed that allowed stopping within half the range of vision, accidents would cease immediately. It can be done!

All of this is to say, rules and safety go hand in hand. Make safety foremost in your operating practices and encourage those around you to do so as well. By operating safely we guarantee our future existence. I have briefly touched only a couple of general railroad safety items here. An "Old Head" Safety Officer once told me that the rules were written in blood. I've never forgotten that. If I could rewrite the second sentence of GCOR 1.1 for our purposes it would read... "Obeying the rules is essential to safety and continued enjoyment."

## *Nominations Sought for Area Directors*

The Election Committee of NARCOA's Board of Directors announces that it is taking nominations for election of directors for all odd-numbered areas, 1, 3, 5, 7, 9, and 11. The current term for these areas is due to expire at the Fall National Meeting. The new term will be for two years. Guidelines for nominations are as follows:

1. No self nominations.
2. Nominate only individuals in your own area.
3. Contact the person you wish to nominate and receive their approval first.
4. Have the person you nominate provide a short write-up of introduction about themselves.
5. Mail all nomination suggestions to:

Carl L. Anderson  
NARCOA Election Committee  
1330 Rosedale Lane  
Hoffman Estates, IL 60195

6. All nominations must be received by March 31, 1996.

# Danger !!



Parents: See that your children play in a safe place! Do not send them out on the railroad tracks to pick coal!

1. Original about 1930 was 14 x 20 inches. Contributed by D.A. Gilbert of Roanoke, Virginia. Reprinted by Norfolk Southern Corporation, 1991.



# Safety and Rules Committee Report

By Stan Conyer

Chairman, Safety and Rules Committee

The Safety and Rules Committee would like to thank each of the NARCOA Board members and the general membership for their help in developing a new Safety Rule Book for NARCOA. It has been brought to my attention that, although I thought every member had a copy of our current rule book, many do not.

The most current issue of the rule book is included with this issue of *THE SETOFF*, and replaces Rule Book Number Two, Revision One. Each of the proposed new rules and changes were approved except for the proposed change to the rule on page 7, #13. This rule states: "Stopping... Show a red flag, flashing red lamp, or a stop light to signal the following cars of a stop. When forced to stop on a curve with limited sight distance, walk back and flag the following cars." (Please note that this rule is incorrectly printed in the rule book enclosed with this newsletter. In Section 2, Operating Rules, under "13. STOPPING." mark out the following sentence, "During hours of darkness an automatic stop light must be used to signal a stop.") This rule gives the operator the choice of how he may signal a stop and will remain unchanged. Another rule under the Equipment Standards section requires the use of stop lights during hours of darkness.

Please read the new rule book (there are many new rules covering operation and required equipment), follow the rules, and carry the book with you at all meets. We hope these new rules will help us all operate more safely.

Our committee would like to welcome Denny Anspach, James Baird and John Pattison. Denny Anspach is a medical doctor from California, James Baird is a retired systems analyst for the government and is currently chief engineer at the Walkersville Southern Railroad in Maryland, and John Pattison is an engineer for RailTex in South Carolina. Each of these members have expressed interest in helping NARCOA in the area of Safety and Rules improvement. This committee is the largest one in NARCOA and will strive to improve NARCOA's safety record by educating its members on safe motorcar operation.

During the last year, we have experienced several accidents ranging from small fender benders to serious accidents. In general, we have seen that the few motorcar accidents that occurred last year fall under one of two categories: those caused by operator error and those caused by track imperfections. Operator errors, such as rear end collisions, are usually caused by the operator of the following car either following too closely for track conditions or not paying attention to the car in front. Grade crossing accidents are generally caused by a motorcar operator not stopping at the crossing. We have rules in place covering these areas of operation. Education of safe operating practices and knowledge of our rules are required of all motorcar operators in achieving a good safety record.

Track imperfections also cause accidents, chiefly, derailment due to bad rail joints or objects on the railhead. Watch for these things.

There are some things that a car owner can do to reduce the likelihood that passengers will be ejected if a car derails. Usually when a motorcar derails it makes a sharp turn to either the right or left and the passenger on the lead side is thrown out of the car. Everything from providing a good seat and a handhold to seat belts or safety straps can improve the protection of a passenger in a derailment. Passengers who stay inside the car usually have less injury.

Track imperfections also include the condition of the track surface. Track which is wet or frost covered is very slick and a motorcar will not operate normally. Track in shaded or protected areas take longer to dry or thaw. Motorcar operators must increase the distance between cars several times over the usual distance for dry track. A motorcar is as difficult to start as it is to stop on wet rails. I recently was able to move an M9 with its brakes locked on frost covered track with one finger. At that meet we waited until the sun came out and melted the frost before we started the meet.

At one meet, the motorcar operators received an education as to what a flange greaser is. A flange greaser applies grease to the flange of rail car wheels that pass over it. They are used in areas of very crooked track to cut down on the friction of the wheels on the inside of the rail. This causes a problem for motorcars as some of the grease ends up on top of the rail and it is like

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## *Safety and Rules Committee Report*

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trying to start or stop on ice. This is a big problem if the track is greased near a grade crossing. Once the operator is able to bring his car to a stop he realizes that the following car is coming at him and is also unable to stop. He may be unable to move his car out of the way due to the grease. Meet operators should ask the railroad if they are using flange greasers on their line and find out the location of the devices. These locations should be either listed as slow orders or marked



***Flange greasers like the one shown above at the Crane Naval Surface Warfare Center in Indiana are used to reduce friction and can cause problems for rail car operators. By the time you see this device you have already been traveling on slick rail for several hundred feet. Learn where they are before you find them the hard way.***

Photo by Barb Frye

to let the operators adjust their speed and distance. A greaser can cause the rail on each side of it to be slick for several hundred feet.

I have received comments from some owners that some of the equipment NARCOA is requiring be applied to motorcars used in sanctioned events is not "prototypical". I know many of us spend months or even years restoring an old motorcar to its original condition. Most of these machines did not come from the factory or the railroad with the lights, hitches, or other devices that we now require be installed on the cars.

In order to adapt the cars to our uses, we have had to develop practices to use our cars more safely. These practices are our safety and operating rules and they help us all share a piece of railroad with our friends and the operating railroad.

The Safety and Rules Committee will continue to provide education on safe operating procedures, report on accidents, and work on improving our rule book. In the coming months, we will be looking at the ways in which we use our cars, and the variety of meets we organize. From handcar meets covering five miles of track to motorcars loaded with luggage, food, and extra cans of gasoline covering over 100 miles each day for several days on railcar vacations, our machines see a variety of uses.

Rules which may seem ridiculous for short trips can be vital for long ones. The level of fatigue for four people pumping a handcar for five miles is different from that of an operator running a motorcar all by himself for hundreds of miles in a week on the rails.

There is room in this hobby for all these uses for our cars and still it can be fun and safe for everyone. We will continue to develop rules and procedures which find a compromise between so many rules that the hobby is not fun anymore to not enough rules to keep the hobby safe and credible to the railroad industry. Your comments are welcome and if you would like to share your safety suggestions to our membership, you are invited to write them down and send them to me, or our Editor.

Our committee will be writing a safety related column in *THE SETOFF* in the future and we need your help. I would like to say thank you to all of you who have written me in the past and I have saved your letters. I will be referring to the letters for ideas and suggestions for future articles. Thank you.

**How area representatives voted on proposed rule book changes:**

A = Accept, R = Reject

Please note that Area 8 did not return a ballot form to the Rules Committee.

	Region											Total Accept	Total Reject
	1	2	3	4	5	6	7	8	9	10	11		
Addition of paragraph in introduction: "The railroad industry operates by rules, and expects rules to govern all railroad operation. Violation of NARCOA or host railroad safety rules may result in loss of riding and/or membership privileges."	A	A	A	A	A	A	A	-	A	A	A	10	0
Change of paragraph 2 under General, Mechanical Standards from "This section . . ." to "Meet coordinators may require additional equipment for certain runs. Motorcars not so equipped will not be allowed to run at these excursions. It is the responsibility of the motorcar owner to ensure that his/her equipment meets the requirements for excursions in which the owner wishes to participate. Motorcars that have received substantial modifications will not be considered original equipment manufactured (OEM) and must meet the most strict standards."	A	A	A	A	A	A	A	-	A	A	A	10	0
WHEELS: After "Wheel running surface thickness on plate wheels shall not be less than 1/8" the addition, "for light and medium weight cars, and 5/32" for heavy gang cars"	A	A	A	A	A	A	A	-	A	A	A	10	0
INSULATION: New paragraph requiring insulated wheels.	A	A	A	A	A	A	A	-	A	A	A	10	0
TOW HITCHES: Expanded specifications for tow hitches.	A	R	A	R	A	R	A	-	A	A	A	7	3
TOW BARS: Expanded specifications for tow bars.	A	A	A	R	A	R	R	-	A	A	A	7	3
GASOLINE TANKS: A requirement that gas cans be secured.	A	A	A	A	A	R	R	-	A	A	A	8	2
LIGHTS: A requirement that all cars be equipped with a head light and a tail light.	A	A	A	R	A	A	A	-	A	A	A	9	1
STOP LIGHTS: Addition of paragraph: "STOP LIGHTS: Stop lights are required for operation during hours of darkness and are strongly recommended otherwise. Stop lights must be at least 2" in diameter mounted on the rear of the motorcar, automatically illuminated upon brake application. Stop lights may be integral with the tail lights. Lights may flash with brake application."	A	A	A	R	A	A	A	-	A	A	A	9	1
FLAGS: Expanded specifications for flags. Two flags must be carried, 12" by 12" or larger.	A	R	A	A	A	A	A	-	A	A	A	9	1
WARNING DEVICE: Change "It is recommended" to "It is required" that a warning horn or bell be carried on all motorcars.	A	A	A	R	A	A	R	-	A	A	A	8	2
ADDITIONAL SAFETY EQUIPMENT: Change "It is recommended" to "It is required" that a first aid kit and a fire extinguisher be carried on all motorcars.	A	R	A	A	A	A	A	-	A	A	A	9	1
ADDITIONAL SAFETY EQUIPMENT: Add the following: "Properly installed seat belts are recommended."	A	R	A	R	A	R	R	-	A	A	A	6	4
ADDITIONAL SAFETY EQUIPMENT: Add the following: "A NARCOA Rule Book or affiliate/chapter Rule Book which has the NARCOA set of rules as a subset, must be carried by all operators at a NARCOA motorcar excursion."	A	A	A	A	A	A	R	-	A	A	A	9	1
STOPPING: Add the following: "During hours of darkness an automatic stop light must be used to signal a stop."	R	R	R	R	A	A	R	-	R	A	A	4	6
SHOES: Change: Thin soled or open shoes "are not allowed to be worn by excursion participants."	A	A	A	A	A	A	R	-	A	A	A	9	1
FLAGGERS: Add the following: "Flaggers must only signal highway traffic to stop. Flaggers must never signal highway traffic to go; to do so assumes liability. Automobiles and/or pedestrians always have the right of way at all grade crossings."	A	A	A	A	A	A	R	-	A	A	A	9	1
CHILDREN: Add the following: "No children under the age of 3 years are allowed to participate at a motorcar excursion."	A	A	A	A	A	R	A	-	A	A	A	9	1

# Build a Wind Deflector for Your Trailer

By Dick Ray

At nearly every meet someone asks me if the wind screen on the front of my trailer really works. I always answer "yes, it works better than I thought it would."

The reason I built it was not for improved gas mileage, but simply to make it easier to pull. The deciding event was one morning on the New York Thruway when I was passed by a garbage truck! A contributing consideration was an appreciation of the force on the cab and windshield assembly and the desire to preserve its structural integrity.

The wind resistance on the front of a motorcar is a function of several things. Speed is important, of course, as is the size of the motorcar cab, but less obvious factors are the trailer tongue length and the size of the towing vehicle. If you are towing an open M19 behind a motorhome on a trailer with a two-foot tongue,

no amount of trailer streamlining will make any detectable difference. My situation in 1983 was towing a full-cab car on a converted boat trailer with a twelve-foot tongue, and using a smallish automobile. While this makes it easy to back up, it was hard to pull.

The solution was obvious. Either reduce the gap between the car and trailer to zero or gently ease the air up and around the motorcar. The first solution is used by long-haul highway trucks where the cab rear is extended backward as close as possible to the trailer. I had the trailer tongue cut down by six feet which seemed to help some. Clearly, streamlining was the next step and I wanted to get the design right the first time.

The design was influenced by the realization that merely deflecting the air up and over the motorcar would do little because air strikes the cab from the sides also. The flat plate air deflectors seen on vehicles pulling travel trailers and the airfoil-shaped air deflector seen on pick-ups pulling race cars are mostly cosmetic. It seemed reasonable that adding air deflectors to the tow vehicle would only add drag to that vehicle and that the trailer, being the culprit, was where the air deflector belonged.

The shape of the air deflector is based on a desire to use no more than two sheets of plywood. Since the motorcar is 62 inches wide, the top



*Plywood and light angle iron were used to make the wind deflector Dick Ray built on a converted boat trailer used to carry his M19. The exterior is shown above and, to the right, the interior supporting structure.*

section will use more than half of one sheet. The sides are sized so that both can be cut from the other sheet with an angle cut across the middle. This angle determines the vertical slope. It helps to make careful measurements and draw scale pictures. I used quarter-inch AC grade Douglas Fir exterior plywood and selected one sheet carefully, since one of the sides has the C-grade side outside.

The taper looking down from the top is simply the taper of the front of the trailer. Once the dimensions of the plywood pieces were worked out, the interior supporting structure was built out of light angle welded together. (See photos on previous page.) The structure was then welded to larger crosswise angles at front and rear which bolt to the trailer frame with only four bolts. The lightweight construction allows me to easily remove the entire unit for hauling other things.

Since interior access is needed for the front tie-downs, I made the sides hinged at the sloped top surface. The sides were also made removable by using loose-pin hinges with the pin replaced by L-shaped pieces of 3/16 steel rod which fit snugly and are long enough that they can't fall out. The L-shape provides a handle for pulling the pin and lays flat against the side when installed. Barrel-bolt latches at the bottom hold the sides closed via holes in the trailer frame.

The top plywood was bolted down with six bolts and then removed for painting. Once the sides were fitted they were also laid out for painting. I should have sealed the plywood better but I was in a hurry to try it out so one coat of sealer and several coats of cheap aluminum paint went on very quickly. I used aluminum paint primarily for visibility, but also because it covers well and the color always matches. One spray can provides a fresh paint job every spring.

So how well did it work? The answer is: Better than I ever expected. After several years of trips to Ontario, Tennessee, New Hampshire, and Virginia I had a reason to tow the motorcar for 20 miles and back with the side pieces left home, and only the top piece in place. The great difference in drag made it clear just how much the side pieces contribute, and reinforced my speculation that the top piece alone is of very limited value.

This aerodynamic saga has one more chapter to it. In the next issue I'll describe another major improvement.

## Treasurer's Report

By Tom Norman

The following financial statements reflect NARCOA's financial position as of 12/31/95:

### BALANCE SHEET As of 12/31/95

#### ASSETS

Cash and Bank Accounts	
First Bank Checking .....	\$ 4,232.05
First Bank Savings .....	6,429.26
Total Cash and Bank Accounts ..	10,661.31
<b>TOTAL ASSETS .....</b>	<b>\$ 10,661.31</b>

#### LIABILITIES & EQUITY

##### LIABILITIES

##### Other Liabilities

Accrued Insurance Expense .....	\$ 1,750.00
Notes Payable .....	0.00
Total Other Liabilities .....	1,750.00

**TOTAL LIABILITIES .....** 1,750.00

**EQUITY .....** 8,911.31

**TOTAL LIABILITIES & EQUITY .....** \$ 10,661.31

### INCOME STATEMENT 1/1/95 Through 12/31/95

#### INCOME

Dues .....	\$ 17,709.34
Gross Sales .....	481.00
Insurance Income .....	93,071.00
Other Income .....	963.53
Total Income .....	\$ 112,224.87

#### EXPENSES

Bank Charge .....	\$ 27.97
Calendar Publishing Expense .....	2,526.68
Insurance Program Expense .....	95,161.74
Legal and Professional Fees .....	200.00
Nameplate Expense .....	376.15
Office Expenses .....	867.78
Publication Expenses .....	10,787.36
Taxes .....	17.79
Other Expenses .....	0.00
Total Expenses .....	\$ 109,965.47

**TOTAL INCOME .....** \$ 2,259.40

## Calendar Photos . . .

*We received 64 pictures this year for consideration for the 1996 NARCOA calendar. Many thanks to everyone who sent them. Here on these and the following pages, for your enjoyment, are some of the photos we couldn't use. We're only sorry that there are just 12 months in a year!*



*At left, Chuck Harrison, of Las Vegas, NV, sent us a photo of his MT19 taken in northern Nevada on a run from Ely to Shafter, NV, in September 1994.*



*Fay and Ed Burton, of Jacksonville, FL, at an April 1994 meet in Tavares, FL, with their 1952 M9.*



*Above, Bob Gold's ex-N&W Fairmont A5 at Robertsville Tunnel on the W&LE's Carrolton Branch in August 1995.*

Photo by Chuck Bowyer

*At right, passenger Linda Tufts of Pinehurst, NC, (in the second car) bundles up during a stop to clear the track during a November 1995 run on the Winchester and Western.*

Photo by Rick Tufts



*Jerry Foust, of Venedocia, OH, submitted the photo he took, below, of his M9 on the TLE&W at Grand Rapids, OH, at the end of a 900-foot bridge over the Maumee River.*

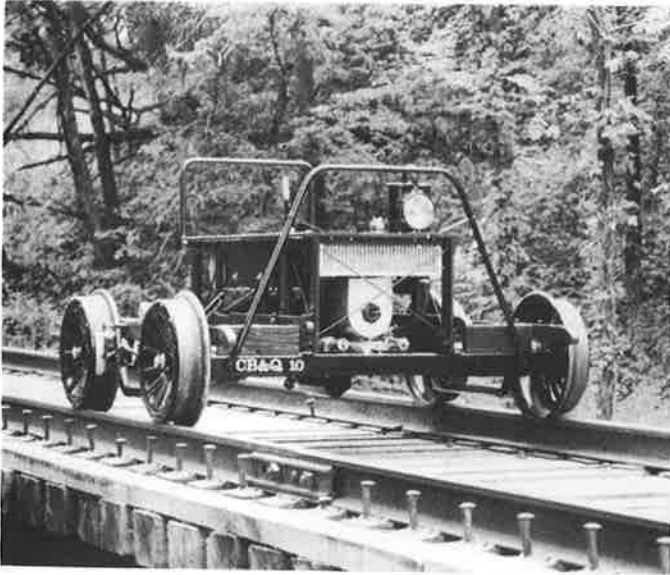


*Jim Lindholm, of Grand Rapids, MI, submitted the photo above of an M19 owned by the West Michigan RR Historical Society of Sparta, MI.*



*At left, ex-ICGRR No. F9144 owned by Tom and Jean Jenness of Cherokee, IA, (Jean is shown in picture) on Burlington Northern track near Shenandoah, IA, in August 1995.*

Photo by Tom Jenness



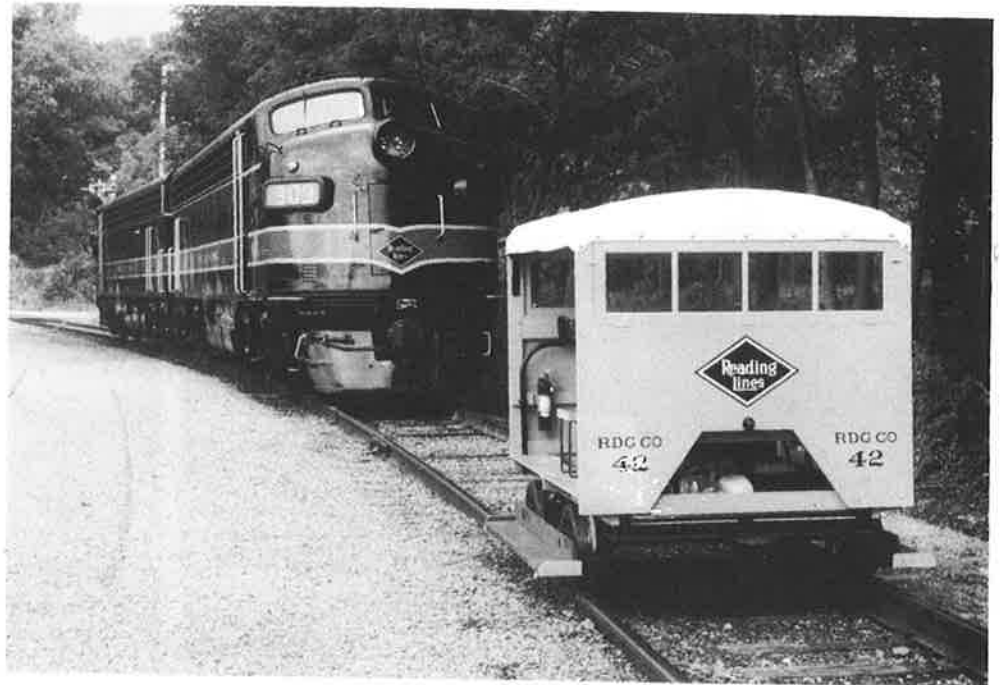
*At left, a 1929 Fairmont M19 owned by Vic Cross of Wever, IA, shown on the Fort Madison, Farmington & Western's Walnut Creek trestle at Donnellson, IA, in August, 1995.*

Photo by Vic Cross

*Below, a "family reunion." Reading Co. F units are shown with a Kalamazoo model 23-B belonging to John Hall of Wilmington, DE, on the Wilmington & Western at Greenbank station in September 1995.*

*Below, a Fairmont S2 on the 3-foot gauge East Broadtop RR in Orbisonia, PA, in October 1995.*

Photo by John Mowrer



*Jeremy Winkworth, of Plainwell, MI, sent the photo at right taken on the Burlington Northern, Zearing to LaSalle branch in Illinois, during a NARCOA run in July 1995. The photo shows the line at Peru, where it parallels the Illinois River.*







*Don Elliott, of Durand, MI, owns the M19, shown above on the D&M RR at Indian River, MI, in August 1993. These rails were removed in spring 1994.*

Photo by Don Elliott

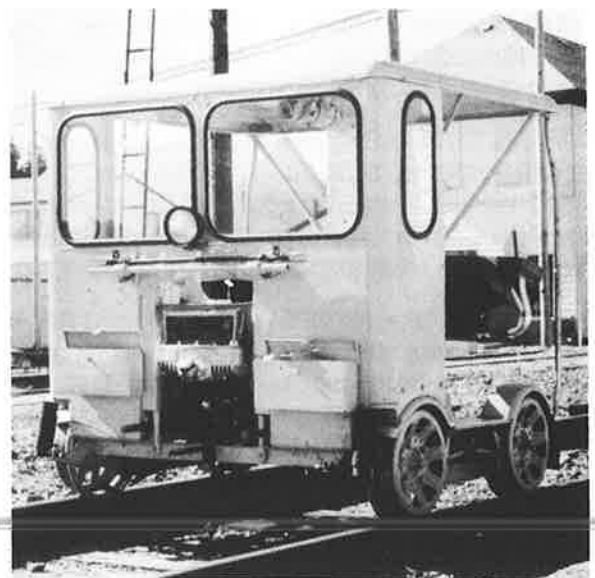


*Above, Don Elliott on his ex-G&W velocipede west of Owosso, MI, in May 1995.*



*Bud Lamson, of Saco, ME, took the picture at left of his rebuilt CN motorcar, pictured on Maine rails in August 1995.*

*Below right, a Fairmont M19-E at the Northern Central RR, New Freedom, PA, in September 1995. The photo was taken by owner Benjamin Amodeo of Old Bridge, NJ.*



*At left, ex-CN MT19 owner Dan Peck, of Andover, MA, photographed his motorcar on the Plymouth & Lincoln RR, Plymouth, NH, in August 1993, as road work was in progress alongside the railroad right-of-way.*

## Want Ads

*Editor's Note: THE SETOFF is happy to print all ads received from the members. If you want your ad to run for more than one issue, please indicate how many issues. Send ads directly to: Gene Tucker, SETOFF Editor, 1004 North Kentucky Street, Arlington, VA 22205-2310. Thank you.*

**WANTED:** Hy-Rail maintenance truck for the Southern Michigan Railroad Society. Call Eric Schwandt at (517) 451-2175, or Ernie Jeschke at (517) 263-1322.

**FOR SALE:** 25 Fairmont MT19s, ex-CN cars; 12 Fairmont MT14s, ex-CN cars; 10 Woodings ex-CP cars; four Fairmont M14 ex-CP cars; 12 Fairmont M19 ex-CP cars; from \$750.00 up. Contact Les King, 1835 Alabama Avenue, NW, North Lawrence, OH 44666; phone (216) 833-2868.

**FOR SALE:** Woodings parts: new motor mounts, brake shoes, lift handles, upholstering materials, seats, lots of used parts. Contact Les King (see ad above).

**FOR SALE:** Fairmont parts: lift handles, cranks, control levers, new and used. Lots of parts for M19, MT14, MT19. Contact Les King (see ad above).

**WANTED:** Hy-Rail-equipped GMC or Chevrolet Suburban in good condition. ALSO want a railbus or Brill gas-electric car in running or restorable condition. Contact John L. Uher, P.O. Box 383, Coshocton, OH 43812; phone (614) 622-4000.

**WANTED:** One each wheel/axle insulation set, Fairmont part # M19836 for W64 derrick car. Contact Willie Kirby, 215 Tracy Lee Court, Burleson, TX 76028; phone (817) 478-0773.

**FOR SALE:** Fairmont and Woodings trackcars, several models available, \$400.00 - \$2,250.00, some restored. USED WHEELS also, \$20.00 - \$40.00. Contact Tom Kowalski, 689 Podunk Road, East Brookfield, MA 01515; phone (508) 867-2188 before 9 p.m. EST.

**FOR SALE:** Fairmont S2E, ex-Rock Island RR, QBA engine with generator (12V), aluminum front and top, good shape, missing only coil and some TLC, \$1,100.00; FAIRMONT MT19-A2-12, ex-CN, Onan CCKB engine, fiberglass cab, needs repair and has no front glass, \$700.00; FAIRMONT M19-H, ex-CN, RO-C engine with Delco 12V alternator, fiberglass cab, no glass or doors, \$500.00; CCKB ENGINES AND FAIRMONT TRANSMISSIONS taken out of motorcars, OK shape, but no carbs or alternators, engines \$100.00, transmissions \$75.00 each; Two ONAN CCKB ENGINES AND TRANSMISSIONS from Kalamazoo 560N cars, complete with carbs and generators, \$150.00 complete, each set. FAIRMONT 0307 HY-RAIL GEAR set with rubber guide wheels, fits Chevrolet full size truck mounts, copy of manual and some extra wheels and rims, \$500.00. All prices negotiable. Call for

descriptions. Trades welcome. Looking for old Fairmont single-lung engines from 1920s and 1930s, and Sylvester parts. Contact Scott Janz, 1490 2nd Street South, Rudolph, WI 54475; phone (715) 435-3182.

**FOR SALE:** Hart Caboose Stove, \$400.00, or will trade for Fairmont M9 or M19 parts. Contact Jeff Levengood, 2189 Oak Tree Drive, Dover, OH 44622; phone (216) 343-3407.

**WANTED:** Fairmont OD engine spare parts. ALSO WANT complete or restored Fairmont MT19. Call or write Rick Tufts, 95 Idlewild Road, Pinehurst, NC 28374; phone (910) 295-0987.

**FOR SALE:** A-4 parts/project gang car, Ford industrial 4-cyl. 2.8L engine. Engine free, most engine accessories missing. Body rough. Chassis, 4-speed transmission, and rear axle (bent) complete. \$350.00. Contact Tom Stallings, Pinetops, NC, (919) 827-4693.

**FOR SALE:** Fairmont M19, ex-SAL, 1945, with custom-built cab, seats, good running car. FAIRMONT A-3, ex-D&M with aluminum cab, Waukesha ICK engine, excellent running condition, including spare parts. Kalamazoo wheels, good condition, with flatcar frame, will part out. Miscellaneous parts: complete running RO-C engines, coil for a Fairmont twin, complete airhorn setup for an M19. Contact Dallas McDowell, 2706 Imlay City Road, Lapeer, MI 48446; phone (810) 667-3788.

**FOR SALE:** Fairmont MT14 with Tomah cab, onan engine. Complete with trailer, ready to run. All in excellent condition. Also included, an extra onan engine and transmission. Selling all for \$3,600.00. Contact Bruno Yunker, P.O. Box 276, Eden, WI 53019; phone (414) 921-7219 after 6 p.m.

**FOR SALE:** Fairmont M19, ex-SCL, good condition, all original. No cab. Also, new custom-made trailer with winch and ramp. Both \$1,300.00. Contact Bill Cselle, 6708 Margaret Drive, Blackshear, GA 31516; phone (912) 449-5473.

**WANTED:** A complete set of wheels and axles for a flatcar/tie cart. Also, need a Fairmont gas tank (for an M9). Have Fairmont wood spoke wheels to sell or trade. Contact Brendan Matthews, 27 Bridge Road, Haddam, CT 06438; phone (860) 345-8512.

**FOR SALE:** Newly-cast and machined axle drive pulleys for an M9. Complete with bolts, \$152.50 postpaid. Also, send SASE for parts list for M, MT, and S cars. Contact Jim Dobbins, RR2, Box 105, Goff, KS 66428; phone (913) 868-2388.

**FOR SALE:** 1981 Fairmont MT19, ex-CN car painted and detailed as CPR car (CPR bought these cars used from CN). Rebuilt from the rail up in 1994. Full Flexon Industries fiberglass cab, engine rebuilt, new drive chain and sprockets, new brakes, completely rewired, excel-

lent condition (this car has been on several Wilderness Tours trips since 1994), \$2,500. Contact Tom Weaver or Dawn Autio, 1939 Tomahawk Road, Okemos, MI 48864; phone (517) 347-7967.

FOR SALE: Two MT19s, fiberglass cabs, \$750.00 each. One MT14, fiberglass cab, \$650.00. Also misc. parts and cabs. Contact Dan C. Bryan, Box 485, Carthage, IL 62321; phone (217) 357-3128.

FOR SALE: New 6-gallon fuel tanks, look like Fairmont's. Gas tanks repaired and lined, new lift handle ends, adjustable armrests for seats, MT19 and 14 hydraulic turntables, custom turntables for other make and model cars, custom exhaust systems. Call Nick Rost at (805) 725-9444 days; (805) 725-3907 evenings.

## *A Message from NARCOA's Insurance Administrator*

By Tom Norman

Jean O'Dell has resigned as a NARCOA Insurance Area Representative. Jean indicated to me that he wanted to cut down on his volunteer work and take things easy for awhile. Thanks, Jean, for being an area rep this year. It sure helped me having a knowledgeable person like yourself handling insurance requests for your seven-state area. Hope you can cut back on some of your responsibilities and spend more time on enjoyable pursuits.

Jean suggested that Jim McKeel might be a good replacement, and I am happy to report that Jim has volunteered. Please welcome our newest area representative, effective January 1, 1996:

Jim McKeel  
9742 Yosemite Ct.  
Wichita, KS 67215  
Phone: 316 721-4378

Jim will handle the states of Arkansas, Kansas, Louisiana, Missouri, Nebraska, Oklahoma, and Texas. Please contact Jim for assistance in insuring motorcar meets in these states.

Don't forget the new policy that went into effect January 1, 1996, to help cover expenses incurred running our insurance program. We must now require the meet coordinator to include a \$50 payment when returning the Certificate of Permission. No Certificate of Insurance will be issued after December 31, 1995, until the \$50 payment is received. We will still follow our current policy of allowing multiple event dates per calendar quarter on one Certificate of Insurance.



*Alan Bullock, of Washington, NJ, sent us pictures of his new home mailbox, which he constructed out of leftover signboard. It is about 30" high, 24" wide and 20" deep and he says it has brought lots of nice comments.*

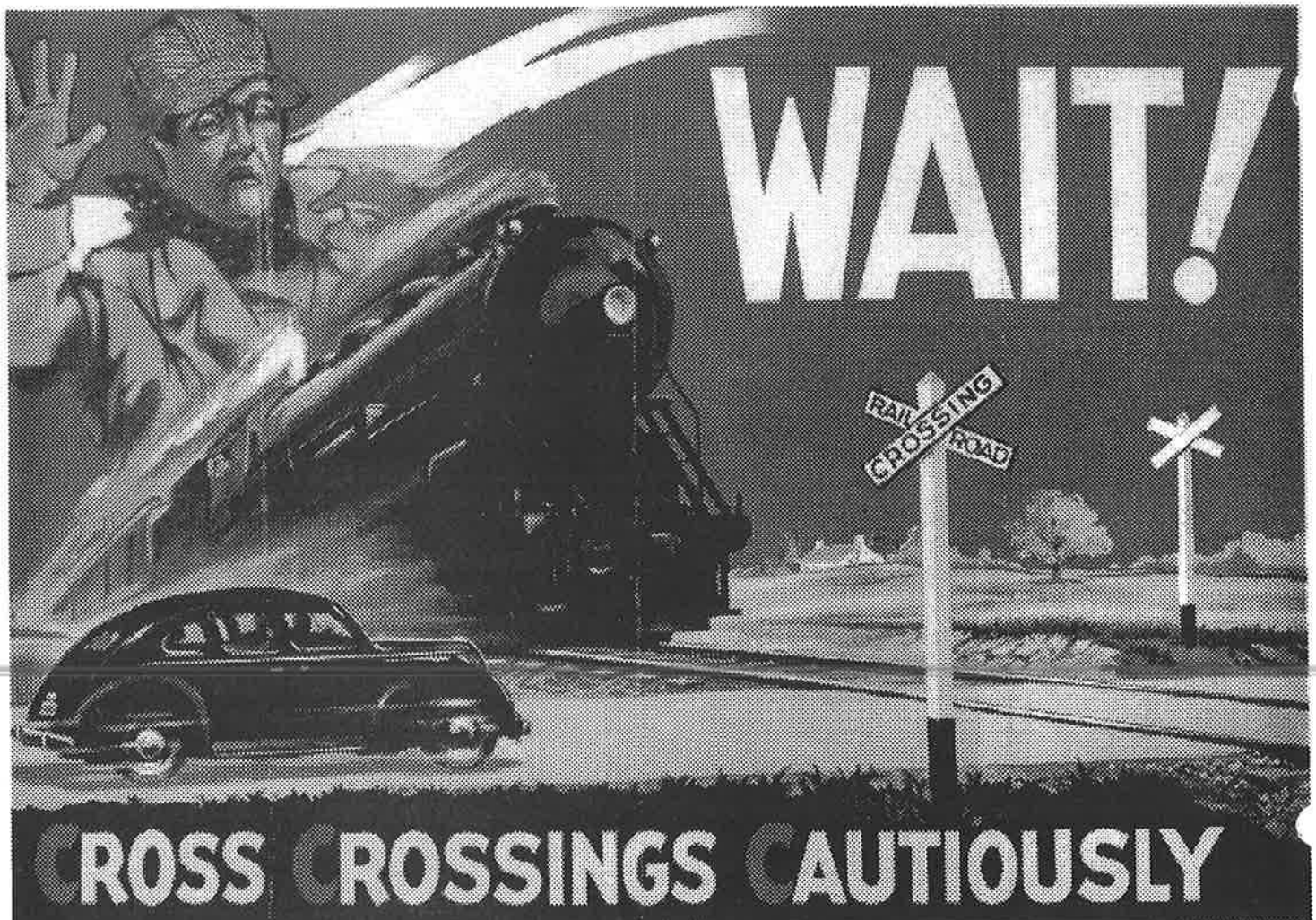
## Regional News

*Editor's Note: It's been suggested that we begin a column devoted to highlighting some of the events which are contained in the regional divisions of NARCOA. It's an area we've been remiss in, we readily admit. In an attempt to rectify that situation, we include news items from two of NARCOA's divisions (with apologies in advance to those we may have omitted). Regional division newsletter editors should ensure that the SETOFF editor receives your publication on a regular basis. Thank you.*

The MISSISSIPPI VALLEY REGION reported in an article by Mike Paul on a meet on the Lake Superior & Ishpeming in July, including

a trip onto the ore dock at the Presque Isle yard. The division also hosted a New Year's Day run at the Badger Ammunition Plant in Baraboo, WI. (The Extra Board, December 1995)

KANSAS WHEATLANDS DIVISION's newsletter has a front page article reporting on the recognition afforded Jean O'Dell for his contributions to the motorcar hobby. Editor Jim McKeel has used space in the past two issues to reprint portions of ATSF's 1929 Rulebook concerning operation of motorcars. The division also reported that the SKO/SEK Railroads were expected to continue their support of the hobby in 1996 by hosting three or four meets over their lines. Saturday, May 18, was set for RAILFAIR 1996 at the Cherryvale Depot. (KWD News, December 1995/January 1996)



1. Original in 1939 was 13 x 21 inches. Contributed by D.A. Gilbert of Roanoke, Virginia. Reprinted by Norfolk Southern Corporation, 1991.