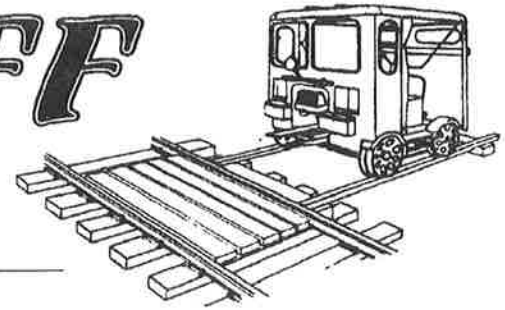


THE SETOFF

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

November/December 1997



This photograph was sent recently to the SETOFF editor by someone at Freunde der Eisenbahn E.V. in Hamburg, Germany. The picture is marked "Illinois Central" on the back followed by a question mark. If anyone knows more about the origin or date of this intriguing scene, we'd sure be interested to know more.

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From the President

By Ron Zammit

As the holidays approach, I'd like to take this opportunity to wish all of you a pleasant and happy holiday.

There's lots of news I'd like to relate to you, and the first item has to do with accidents. There have been four rear-end accidents since the beginning of Fall. Most of these smacks, as I call them, are usually minor, resulting in minor car damage, such as a broken fly-wheel.

However, there was one which resulted in a fire, which has always been my personal worst fear. Luckily, no one was injured in these, but we were extremely fortunate. The fire was caused by the engine of the following car puncturing the gas tank of the car in front. (The car that was hit then hit three more cars forward, for a total of five involved.) The offending car was pretty much destroyed, while the car in front was partially burned. Three fire extinguishers were emptied, and a nearby fire department finally put out the flames. Everyone agrees that this accident, as are most others, was preventable.

There are several important lessons here.

1. Operator inattention will cause accidents.
2. Operators are responsible for the safe operation of their car.
3. Operators are responsible for the safe mechanical condition of their car REGARDLESS of what inspection is done by anyone else.

If operators held to the above three conditions, our accidents would disappear. How do we hold operators responsible if they won't do it themselves? More rules are not really called for, we have a good set now.

Punishment of those who err? Most operators really care, and an accident is damage enough to one's ego. While we have a judiciary committee, which has banned operators for specified times, the real punishment is the stigma caused by the accident. None of us want this. So what is the solution?

It's not going to be easy, but the safety awareness of the group has to rise. Incorrect actions have to stop. Don't operate when sleepy (get towed, if nothing else). Don't carry gas on the rear of your car. Keep all your safety gear, including brakes, in perfect operational order. Make sure you use brake lights and that they function well. Always stop in the clear on straight track, and do set flaggers at a stop. Never back through a curve. And so on.

So now you've read this and other admonishments and say, "Oh, well that's that." No, let's not leave it at that. Let's make sure we change our attitudes: let's make sure we are as safe as possible, for ourselves,

families, and friends. If you see problems with a run, make sure you help get corrections made. I'm not asking that we become a group of "tattletales" or dictatorial people. What I'm asking is that we work with those involved, starting with the Event Coordinator, to help everyone think and act in safe ways.

For a small step to this end, I'd like announce the winner of the NARCOA safety slogan contest run by Bill Holdren. The slogan was chosen (with small modification) by the NARCOA Board, and was written by Doug Hladek of Cedar Rapids, IA. Doug wins one free year of NARCOA insurance. Congratulations, Doug. And for the slogan: "If it can be done safely, do it."

Other accidents have been occurring, but off the rails. There's been quite a discussion on the net (on the "speeders" group, speeders@cirr.com) about accidents on the highway when trailering motorcars.

Two important points may be handy for you to consider. Most of the accidents involve, what else, someone running into the back of the trailer. So proper lighting on your trailer is a good idea. Some suggestions include the placement of chest level lights, like on a boat trailer; liberal use of reflective tape on the motorcar and trailer; and using lights on your motorcar which may be plugged in with the trailer harness.

The other issue with trailering is the tie down. Accidents have occurred in which the motorcar breaks free of the trailer and damages itself and other items. The suggestion is to use several systems of tie downs at once to get a failsafe attachment to the trailer.

Other accidents have been occurring on the nation's railroads, and UP has been getting a lot of attention these days in this regard. The FRA has gotten involved with that company in an effort to lower the accident rates. The FRA has announced a nationwide program for "zero tolerance." For us, this is like "sleeping with the elephants" as even if we were perfect, we

**Please submit materials
for the next issue of
THE SETOFF
by January 15, 1998.**

**Send them to:
Deanna Baird
SETOFF Editor
4403 Dyes Lane
Bealeton, VA 22712**

have to be careful as to what is going on.

Here are a few quotes from Jolene Molitoris, Administrator of the FRA, in the latest issue of *Progressive Railroading*: "Our strategies must include an honest assessment of the impact of the existing rail culture on safety. The culture has nurtured an environment that too often results in a lack of honest and timely communication. Reporting and acting decisively upon safety hazards is not consistently rewarded . . . Unless each of us is totally committed to safety, every day, in every way, we will never reach our full safety potential . . . No one can relinquish safety responsibility to someone else . . . We know that our zero tolerance goal, which some at first thought was unattainable, is achievable . . . Rail safety in the 21st century is ALL OF OUR responsibility."

As you can see, she is very concerned about increasing safety awareness on the nation's rails. The motorcar hobby is now a part of the railroad culture. We must do our part, and I hope all of you will help.

"Zero tolerance" implies all actions must be safe.

In other news, Stan Conyer has reported that the rule book certification program is going smoothly. Remember, this is not a license, but a certification that an operator has successfully answered questions pertaining to the NARCOA Rule Book. Getting something like this started is always a hassle so I ask for your patience and constructive suggestions.

Our Editor, Deanna Baird, has announced her desire to step down from the position. The January/February issue of *THE SETOFF* will be Deanna's last one. Bill Hurtig, our newly-appointed Safety Editor, has agreed to become the next *SETOFF* editor. Deanna has done an excellent job (it's a lot of work!) and Bill has his work cut out for him, now that he is retiring from "regular" work. And many thanks to Deanna.

Finally, it has been brought to my attention that some operators are breaking FCC radio use regulations on NARCOA events. Please remember, motorcar operators are licensed via the NARCOA license for the itinerant channel only. Railroads allowing you to use their assigned frequencies do so as a service to you while you are on their property. You are not free to then use those frequencies all over the country, or even on other railroads. (Nor Canada!) Please, let's all be good citizens: know and obey the laws. (Ignorance is not an excuse for breaking the law. Someone who says they did not know it was illegal to use the radio in a certain way, is like a crook saying he did not know it was illegal to steal.) If you want to chat with your friends on a motorcar excursion, use CB radios. They are cheap, legal, and don't give the rest of us a bad image with the world.

Well, I know Santa Claus will not bring us a safety culture, but I can wish it were that easy. And I hope you all have a nice holiday season.

Happy Rails!

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 because they are archived.
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. Ads, meet notices, and short articles may be handwritten. Please include your phone number with your submission in case we need to ask you questions about something we don't understand.
5. Photos should be either black and white or sharp color photos. Please label the back of the picture as to its subject matter and who took the picture. Please do not send slides.
6. Send materials to *THE SETOFF* editor by the deadline, the 15th of each odd-numbered month (January, March, May, July, September, November).

THE SETOFF

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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. Please address all subscription inquiries to Joel Williams at the above address.

Visit NARCOA's site on the World Wide Web. The address is:
<http://www.narcoa.org>



Letters to the Editor

We welcome letters from readers for printing in THE SETOFF. Published letters may be lightly edited for space considerations, etc., and may also include a reply from a NARCOA committee member if the subject warrants it. Letters to the editor of THE SETOFF will not be published unless they are signed and a phone number is indicated. This is necessary to permit the SETOFF editor to authenticate that a letter is written by the person signing it. However, the letter writer can request that his/her name not appear in THE SETOFF, and "Name withheld upon request" would appear in such instances. Send your letter to the SETOFF editor by the next issue's deadline.

To the Editor:

I agree with Mike Paul's letter in the last SETOFF. On a recent meet, during the night run, I followed a car with a strobe light. I found that the light blinded us, and made the run uncomfortable!

I will find room on my car for a roll of duct tape and offer the use of it to cars with a strobe light.

Carl Anderson
Hoffman Estates, IL

To the Editor:

Rather than a "letter to the editor", I am offering this as a "letter to all operators of motorcars" through *THE SETOFF*. My concern pertains to mainly one aspect of "safe" operation.

Within the past two years, I have been on three meets where a rear-end crash (a motorcar running into the car in front) has occurred and recently became aware of a meet coordinator who held his safety meeting and then didn't practice what he had just preached.

All four of these type crashes I am referring to occurred immediately before or immediately past a grade crossing (which may have some significance, but to me these locations shouldn't really matter, at least in the cases to which I refer).

Why are we seeing a rash of rear-end accidents? Especially within a very short time after an explicit safety meeting of all operators. Based on my observations and evaluation, there are at least three human elements which

contributed to these said crashes. One is that operators follow too closely to the car in front—this one is obvious.

A second factor is that I wonder just how many operators have ever tested their loaded car to see just what distance is needed to stop the darned thing. I recommend this trial stopping, particularly under the most adverse conditions (wet, frost, night, downgrade, etc.).

The third factor contributes to the other two above, and that is, FOCUS on safe operation under all conditions.

On a recent meet, the meet coordinator carefully went over all those reminders of what it takes to have a safe trip. Then, a representative of the railroad was asked for his input and he just welcomed everyone expressing his wishes for a happy and a safe trip, but he added one comment to what had already been said, and that was, "Please stay focused on what you are doing in order to operate your car safely." Be darned if within 17 miles and a couple hours later there wasn't a rear-end crash which was the most devastating I've seen yet, a miracle no one was seriously hurt or even burned to death.

I am relatively new to our hobby, but not the many dangerous aspects of railroading. I operate my motorcar in a manner in which it is very difficult for me to understand why we are having these types of accidents—for any reason other than lack of focus, just like the railroad official put it. By the time I roll up to the rear of the car in front of me, all I need to stop is a very light pressure on the brake; I could almost stop by dragging my foot—but that is not safe. And sometimes, I have to give just a little power to close up the gap. Now why can't all operators ease up to a stop behind the car in front? It is so easy, and so safe!

Who am I to be addressing safety? Well, my daddy was a railroad man for 48 years. He climbed the ladder from machinist to apprentice to the top as master mechanic, in charge of the maintenance and repairs of locomotives and cars. Plus, he became one of the Southern Railway's top men in directing the clearing of derailments.

I had many, many hours and days of exposure to so many aspects of railroading through being able to join my daddy or roam around on many occasions—but not until he was satisfied that I had learned what railroad safety was all about and could focus on a potential danger. He began taking me around the roundhouse and machine shop and blacksmith's shop when I was about seven years old in 1938. By 1940, he began giving me a little freedom to roam the roundhouse and nearby yards. If he had ever caught me operating that turntable, my enjoyed freedom would have come to a screeching halt. And I took my first motorcar ride with my dad on an active main line in 1948 and later got daily motorcar

trips when I worked on the track section gang for a short time in 1950.

So, I learned what railroad safety is all about at a very young age, beginning over 55 years ago, and I am STILL learning! This is why I have a hard time understanding why all these read-end crashes. To me it has to be primarily a lack of focus, i.e., recognizing a potential danger ahead. Come on, all you operators, have a wonderful time out on the rails, but stay focused. Recognize and practice safety every second.

Thank you for reading my "sermon".

Ed Kimball
Strawplains, TN

To the Editor,

I have been a member of NARCOA for several years and have sat back quietly and watched the organization grow up. However, with receipt of the September/October issue of *THE SETOFF*, I must now voice my opinion on several subjects. These are real issues that must be dealt with in a professional manner, not by people who claim to be knowledgeable on everything under the sun concerning motorcars and their SAFE operation.

1. Seatbelts. This issue is one of the most serious problems affecting our group and yet no one seems to be grasping the problem. According to NARCOA leadership, we SHOULD just add seatbelts to our motorcars. Now, I have a degree in Engineering and am very familiar with industry standards for testing and implementing radical changes for a variety of items.

Did any of the "experts" in NARCOA do stress analysis for how seatbelts should be mounted? How about grade of materials (i.e. bolts, cloth belting, connections) as applied to the cars? How about actual testing at even approximate crash speeds? My guess is no. Now I am not in favor of crashing motorcars as a test, but before we go out and invest time and money equipping our cars with potentially dangerous seatbelts, seatbelts that if proved ineffective as proper operator/passenger restraints, could result in NARCOA being sued as promoting a dangerous condition, engineering and testing should be done, as the auto industry does.

You don't see lawnmower manufacturers just putting seatbelts on their lawn tractors just to make them safer, do you? Yet, I'd be willing to bet that an un-belted motorcar occupant has a better chance of surviving a crash than a lawnmower rider flipping over.

Furthermore, if running a cab car, does the cab have a roll bar to prevent crushing during a rollover?? Would you want to be strapped into a cab that crushes on impact?

2. Liability. It seems that a few in NARCOA are overly concerned with liability. This is a common

problem today as we all attempt to place blame for our actions on others in society. However, it appears that NARCOA is taking on more liability than it should, liability that, given the right attorney, be passed on to the officers. As a Professional Land Surveyor, I am very familiar with liability issues. We surveyors are under the microscope by many factions concerned with land and title transfers.

Our legal advisers told our State surveying organization to refrain from using the words "encourage" and "should" in the development of surveying standards if they are not 100% required items. It was told to us that if standards could infer a greater degree of "correctness" but yet wasn't required, then the organization could be held liable for not encouraging the "best" end result, in our case, the survey.

In NARCOA's case, the rule book, the guide which we operators live by, should NEVER leave doubt as to the safest approach. Encouraging seatbelts while not requiring them leaves doubt. Is someone safer with them? If they are so much better, why are they not required? I for one would not want to answer that on the witness chair during a liability suit.

3. Experts. There seems to be a select group in NARCOA who are self-proclaimed "experts" at motorcaring. These people have all the answers and are always willing to "share" them with any and every one. I once saw one of these people, we'll call him Doc Fairmont, arrive late at a meet and tell those who had already set on to move back because he "had" to be at the front.

Later, I asked the meet coordinator if Doc Fairmont was required to be at the front and the reply was, no, whoever was first would lead the group with a qualified railroad employee. Doc just wanted to throw his weight around, alienating several NARCOA members in the process. At other meets, I have seen other "leaders" force themselves into situations where their "help" wasn't needed or wanted. As the old saying goes, "Lead by example."

I'm sure the above will raise some lively discussions. Good. After all, we can all learn from each other.

Rob Piligian
Whitehall, PA

To the Editor:

I wonder how many narrow gauge motor cars are out there. We operate an honest to goodness two-foot gauge Fairmont on our mile of track in St. Marys, PA. This little car is not a re-gauged project, but a real two-footer built by Fairmont. The little car is owned by the Bucksghuda & Western Railroad.

Todd Hunter
LPYT48A@prodigy.com



Excursions

Members who have organized excursions 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 NARCOA-approved insurance is required. Send excursion notices to: Deanna Baird, SETOFF Editor, 4403 Dyes Lane, Bealeton, VA 22712.

PLEASE NOTE: Advertisement of an excursion in THE SETOFF does not constitute responsibility by NARCOA and/or its officers, or THE SETOFF and/or its editorial staff for event conditions. Excursion 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 event. Events not covered by NARCOA-approved insurance are not endorsed by NARCOA and are listed for informational purposes only.

GREAT SMOKY MOUNTAINS RAILWAY:

January 1, 1998: End of year run, double-ended, beginning in Bryson City and Andrews, with a meet at Nantahala. All cars MUST be in good working order; 30-car limit each run. NARCOA rules and insurance requirements will be in effect. Call Charlie Davidson, (423) 745-2331, or Randall Dyer, (423) 475-9539.

WILDERNESS TOURS:

Wilderness Tours will sponsor the following tours for 1998

March 22, 1998 Santa Fe Southern RR. Santa Fe to Lamy, NM

March 23, 1998 Texas & New Mexico RR. Lovington, NM to Monahans, TX

March 25, 1998 Copper Basin RR. Hayden to Florence, AZ

March 26, 1998 San Pedro & Southern. Bensen to Naco, AZ

June 20, 1998 Northern Vermont RR. Newport to Wells River, VT

June 21, 1998 Twin States RR. St. Johnsbury to Whitefield, NH

June 24, 1998 Quebec Railroad. St. Joachim to Clermont, QB

June 25 - 26, 1998 Quebec City Tour. Tour of CN Charny Yard

June 28 - 30, 1998 Charles Bay RR. Matapedia to Gaspe', QB

Wilderness Tours requires that all operators have NARCOA Insurance and Rule Book Certification Cards.

We have a 25 car limit on all tours.

If you would like more information on these tours please call (608) 839-4939 or FAX to (608) 839-5595,

E-mail hbrown@ci.madison.wi.us, or write to:

Wilderness Tours, Box 25, Cottage Grove, WI 53527.

EXCURSIONS SPONSORED BY OTHERS:

January 1, 1998: New Year's Day Speeder Meet on the Mount Rainier Scenic Railroad and Tacoma Eastern Railway hosted by the MRSRR, between Mineral and Fredrickson. (Contingency backup between Fredrickson and Chehalis.) NARCOA insurance is required. Please be prepared to present your insurance card at set on or send a photocopy of the card with your registration. Pre-registration is \$50.00, fully refundable before December 29th. Registration at set on is \$75.00. Checks must be made payable to Julianne Klontz, and sent to Julianne Klontz at 12604 23rd Street Court East, Edgewood, WA 98372; phone (253) 798-3550 days or (253) 863-7915 for information.

May 2, 1998: The Mount Rainier Scenic Railroad is hosting an open house which will feature the steaming up of all working steam locomotives and antique diesels. The day will be a full one with lots of things to see and do, including riding behind various combinations of the steam locomotives and in different train consists. We are exploring the possibility of expanding the event to include a speeder excursion following the steam event. Please let me know if you are interested. Contact Julianne Klontz for more information (see notice above for address and phone numbers).

October 14-22, 1998: Copper Canyon of Mexico. Eight days, seven nights in first class hotels. Five nights, six days on the railroad of 750 miles with ribbon rail, 87 tunnels, 36 bridges and a loop. Railroad permission is anticipated in January 1998. Tentative hotel reservations being made. Refundable deposits of \$100.00 being accepted for participation lists. NARCOA insurance is required, adults only. Approximate cost is \$2,000.00, which includes hotels with three meals per day, railroad fees, and Spanish interpreters. Contact Al McCracken, excursion organizer at (408) 249-2953, or fax (408) 249-3120.

*If it can be done
safely, do it.*



Safety:

Fire Possible in a Collision

By Bill Hurtig
Safety Editor

The collision and fire during an October excursion have been topics of a couple of recent telephone conversations, but until a formal report is available, many questions remain unanswered. I am thankful no injuries were evident, and while the damage and/or loss of property is significant and reflects a measure of real pain, life and limb are immeasurably precious.

So, while a formal report is being prepared, based upon direct experiences of those present, we wait and we wonder. Neither of the persons who telephoned me had participated in the excursion, but both mentioned there was a fire station nearby, staffed by volunteers who saw the accident and evidently responded quickly. Conversation also revealed that one motorcar was completely destroyed by fire.

For several years I was a member of a busy rural fire department, so I assume that within five minutes firefighters would have engaged the fire. The persons who telephoned understood that excursion participants attempted to extinguish the fire, but without success. This implies that only a few extinguishers were used. One small extinguisher will snuff a lot of fire, and every motorcar should have at least one! So I'm puzzled; surely there were at least five or six cars on the excursion. Six extinguishers will knock down a BIG fire. Where were they? Where were you? Where are we?

Therefore, I'm eager to see the report. I expect it will help us learn from this incident, certainly a painful one, but one which might well have been a grievous disaster.

Please think about it. Safety must be first, not last!

It Is Insurance Renewal Time For 1998 Coverage

By Tom Norman
NARCOA Insurance Administrator

It's that time of year again! Time to purchase your motorcar insurance coverage for 1998. NARCOA members' coverage expires January 31, 1998, and you need to have your new Evidence of Insurance card for all insured excursions beginning February 1, 1998. You will find a 1998-1999 Application, NARCOA Agreement, and Description of Insurance form inserted ~~separately in this issue~~ of *THE SETOFF*. Please complete the application carefully following the instructions, and return to me for processing.

NARCOA's Railroad Motorcar Insurance Program was quite successful in 1997, with 538 members participating, more than in any previous year. The premium was \$156 per member for a ten-month period, April 1, 1997 through January 31, 1998. NARCOA asked for this ten-month period in order to move the renewal date to a more desirable time. A January 31 expiration date allows for applications to be processed after the holiday season, but before the start of the busy motorcar season.

This year's premium will be \$187 for the 12-month period February 1, 1998, through January 31, 1999.

One of the key provisions of NARCOA's Railroad Motorcar Insurance Program is that the host railroad for an excursion is added to our policy as an additional insured. This benefit has been the key in opening up many railroads for excursions. In fact, since March 6, 1995, NARCOA has insured 128 different railroads with 316 Certificates of Insurance.

This is quite an accomplishment, at least 316 motorcar excursions, as some of these Certificates covered several meets per calendar quarter! So get your application mailed today; you don't want to miss out on upcoming events.

Motor Cars Have A Ten Year Life Expectancy . . .

Jeremy Winkworth submitted the following interesting bit of information, taken from the 1945 edition of the "Railway Engineering and Maintenance Cyclopedia":

"As a result of an extensive survey, the A.R.E.A.

(American Railway Engineering Association) Committee on Maintenance of Way Work Equipment determined that the accepted term of life expectancy of motor cars is 10 years and that annual depreciation should be considered as 10 per cent of the value of the car."

Highlights of the September 5-6 NARCOA Annual Board/Membership Meeting

By Doug Stivers
Recording Secretary

The Annual Membership Meeting took place September 5-6, 1997, in Chicago, IL. A quorum of ten Board members was present.

Election Results. Carl Anderson reported the election results for the even-numbered areas and the Board accepted these results: Area 2, Joel Williams; Area 4, Ed Taylor; Area 6, Mike Paul; Area 8, Jeff Robertson; and Area 10, Tom Norman.

Carl also reported there was initially a tie between Ed Taylor and Bill Holdren. Each candidate was contacted to determine if they would accept a "flip of a coin" as the deciding factor. Each agreed. Ed Taylor won.

Carl thought the voter turnout was low and presented figures to support his contention.

Secretary's Report. Joel Williams reported that there are 1,079 current members of NARCOA. Approximately 80-90 members are up for renewal.

There continues to be confusion regarding the way the *SETOFF* is being mailed. The *SETOFF* is being mailed at a reduced rate but each copy must weigh the same. Extra slips of paper are being used to make the weight uniform, but the slips of paper are confusing many members.

Joel also reported that the late insurance renewal contributed to confusion regarding when individual memberships had to be renewed. Joel extended the renewal period to six months.

Treasurer's Report. Tom Norman reported that NARCOA has been granted tax-exempt status. An accounting firm was hired to prepare the tax returns. NARCOA is in good financial shape. No change is recommended for dues.

Insurance Administrator's Report. Tom Norman reported that there are 535 members participating in the insurance program. This represents an increase of approximately 20 when compared to last year's participation on the same month and day. Additionally, there has been an increase in the number of railroads added to the policy as Additional Insured.

The insurance renewal process was more time-consuming this year for several reasons: the \$10K claim, twice as many excursions as expected by the insurance underwriter, and the realization that NARCOA was not being held harmless by the railroads but instead railroads were being added to the policy as Additional Insured.

The insurance underwriter has reviewed the activities and rules, and now does not cover operators under the age of 18.

New Member Committee. Mike Mitzel identified the need for a New Member Committee. The Committee would assemble an information packet for distribution to new members. The packet would include a Rulebook, a list of key people, some NARCOA history, a membership Roster and a calendar. Mike Mitzel was appointed to be Chairman of the New Member Committee.

Operation Lifesaver Report. Dave Verzi reported on an Operation Lifesaver meeting in Ohio. The Ohio OL group is rather restrictive with respect to who becomes a presenter. There wasn't much interest in NARCOA involvement in OH, but the interest in involving other groups in OL varies by state. Nevertheless, donations are always welcome.

Reimbursement Policy. Policy was changed to allow Directors, Committee Chairs and the Recording Secretary to be reimbursed for travel (air or mileage) and hotel expenses for the Board meeting, instead of the previous partial reimbursement. Reimbursement is also now allowed when a motorcar excursion is held in or near a Board Meeting city.

Employer Identification Number. Some motorcar groups are using NARCOA's employer identification number (EIN). NARCOA has had its EIN number for two years. All local motorcar groups must acquire their own EIN numbers and not use NARCOA's.

Operations Handbook. Hank Brown distributed draft copies of the Handbook. A section describing how local motorcar groups can become NARCOA affiliates needs to be added to the Handbook if the concept of affiliates is approved by the Board. Stan Conyer suggested that the NARCOA radio frequency and radio etiquette be included in the Handbook.

Joel Williams reminded everyone that FCC rules prohibit anyone other than railroad employees from using railroad radio frequencies. Strictly speaking, motorcar operators are never permitted to use railroad frequencies. The NARCOA Operations Handbook will be distributed to insured, certified Excursion Coordinators and to any member participating in the NARCOA Insurance program.

E&O Insurance. A motion was made and seconded to authorize Tom Norman to purchase E&O insurance for all volunteers working for NARCOA, which was done, and the insurance is now in place.

Rulebook Test. The Board voted to create a Rulebook certification program which will be administered by the Safety and Rule Book Committee. The Rule Book is to be actively used while answering the questions. Eighty percent of the Rule Book questions must be answered correctly and Rule Book certification would be

good for three years beginning January 1, 1998, to midnight December 31, 2000. Beginning January 1, 1998, all motorcar operators must be NARCOA Rule Book certified. Applicants for NARCOA-approved insurance in 1998 must have passed the rulebook certification test before insurance can be obtained.

Governmental Agencies. Government agencies, which will not sign the Certificate of Permission, will be listed on the Certificate of Insurance as additional insured if a host railroad makes a written request for this to the Excursion Coordinator.

Uninsured Operation. All members of the NARCOA Insurance Program who operate motorcars at non-NARCOA insured excursions must still comply with all NARCOA rules, policies and equipment safety standards.

Affiliates. The Bylaws were changed to drop all language on "Chapters" and to add provisions for Affiliates. No Affiliates were named at the meeting.

Judiciary Committee. The Judiciary Committee was convened to consider a possible rules violation by an operator. No action was taken in this case.

Safety Slogan. A decision was made to select as a safety slogan, "If it can be done safely, do it!"

Annual Board Meeting. The next meeting will be in Chicago on September, 19th, 1998.

A transcript of the full meeting minutes may be obtained by sending \$5.00 to cover costs to Doug Stivers, Recording Secretary, at the following address:

Doug Stivers
1548 Fuchsia Drive
San Jose, CA 95125-4833



How To: ***Build a Heating System***

By Bruce A. Ferguson

Here's how to build and install an effective heating system for your car. This will work if the engine is the

Fairmont two-stroke RO, OD, or RK type engine. This engine has a water hopper with a vapor condenser, and can also be found on some Canadian cars.

Connect a heater hose to the draincock. Connect the other end of that same hose to a 6/12 volt, three-AMP water pump. (Be sure to take note of the inflow/outflow sides.) The outflow hose runs to a water core, with a 6/12 volt fan. Next, run the outflow hose from the heater core to the lower front side of the water hopper, connecting it to a petcock that you have tapped into the hopper.

Wire your pump and fan to different switches. No real need to have your pump or fan on all the time. Also, by turning only the pump on, your water temperature will drop if you are concerned about the temperature reaching 210 plus. My temperature drops to 180 degrees when I run the pump.

With some planning, I was able to install the heater core in the middle of the inside "fire wall," just above the engine lid. The CP speeder shop had located the heater in the lower left side, by your feet. It measures 8 1/2 inches by 8 1/2 inches by 8 1/2 inches.

It's great heat! It's "free" heat!



The picture at left shows my Fairmont, modified as described, which provides heat to the cab.

Bruce Ferguson Photo



At left, eastbound lineup near Brandon, WI, on Wisconsin and Southern Railroad, May 17, 1997. Mark Arnold's MT14 is in the lead.

Bob Schuknecht Photo

Below, the leaves are beginning to change color on this first ever public railcar excursion on the Tuscola and Saginaw Bay Railway. The lineup is southbound at Manton, MI, September 14, 1997.

Bob Schuknecht Photo



On September 5, 1997, a CSX hy-rail and superintendent driver proceeds past the ancient semaphore-guarded junction at Brighton Park, IL. The truck is returning from a meeting in Chicago, and had set on the railroad to bypass traffic on congested I-94 as the railroad, though busy, moves better than Chicago area roads.

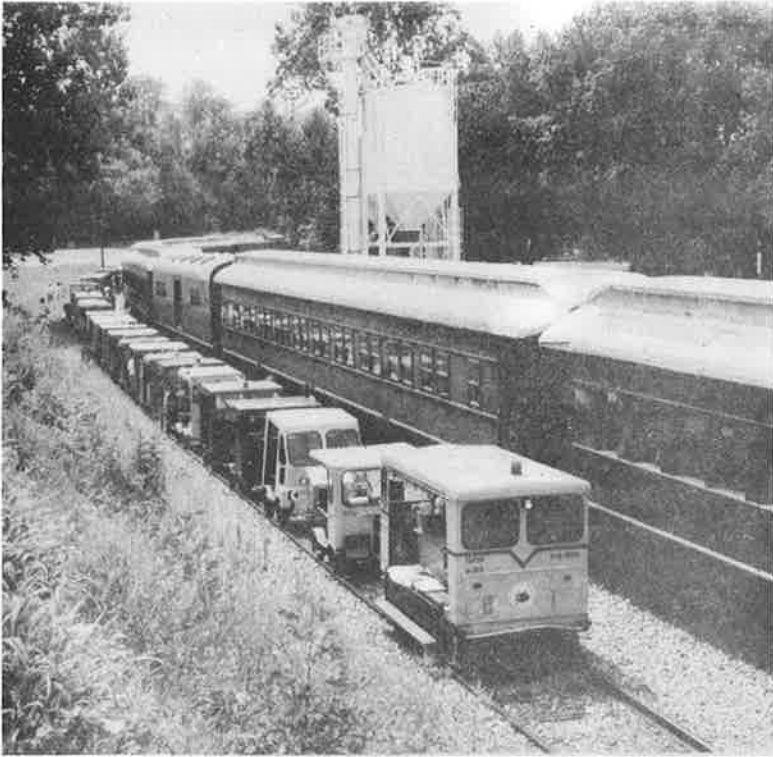
Dave Verzi Photo



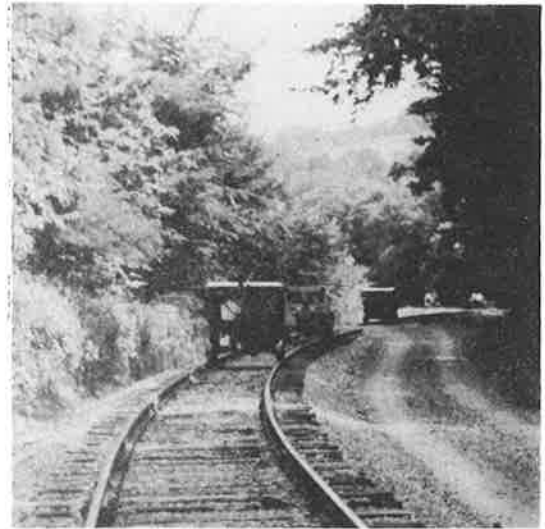
Below, entering one of two tunnels on the Great Miami & Scioto Rwy. excursion October 18, 1997.

Gary Shrey Photo





At left, speeders waiting in Romney, WV, on the South Branch Valley RR while the Potomac Eagle excursion train takes on passengers.
Gary Shrey Photo



Above, motorcars negotiate the curves on the steep downgrade at the Western Maryland Scenic RR excursion August 10, 1997.
Gary Shrey Photo



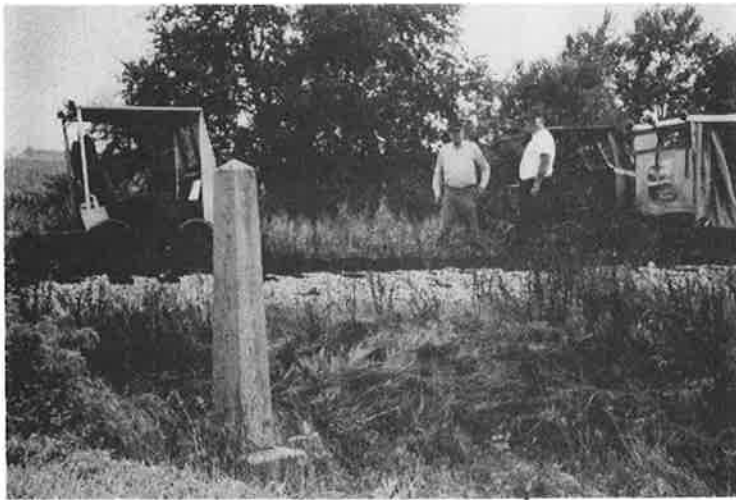
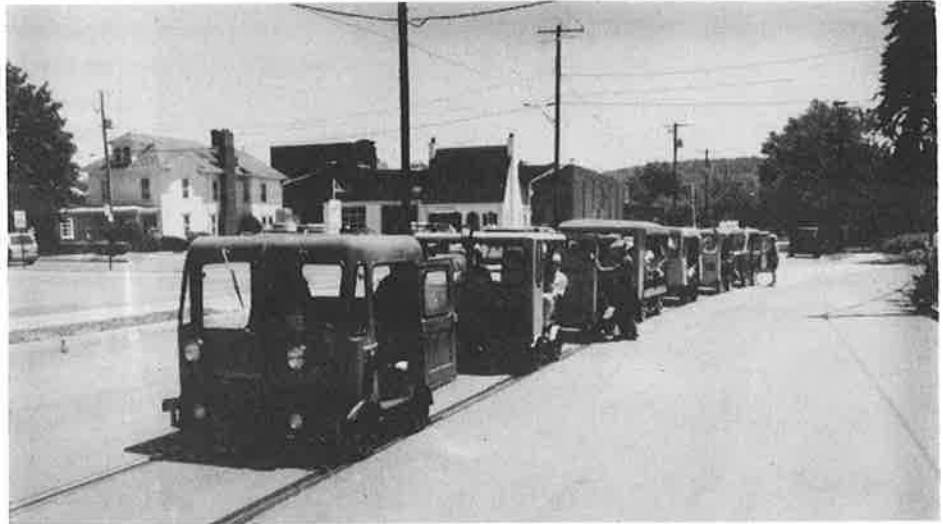
At left, speeders take a break after turning on the wye at Petersburg, WV, on the South Branch Valley RR August 1997.
Gary Shrey Photo



Motorcars stop in Oak Hill, OH, for lunch on the Great Miami and Scioto Rwy. on October 18, 1997.
Eileen Shrey Photo

At right, street running in Berwick, PA, on the North Shore RR, PA, excursion July 19, 1997.

Photo by Gary Shrey

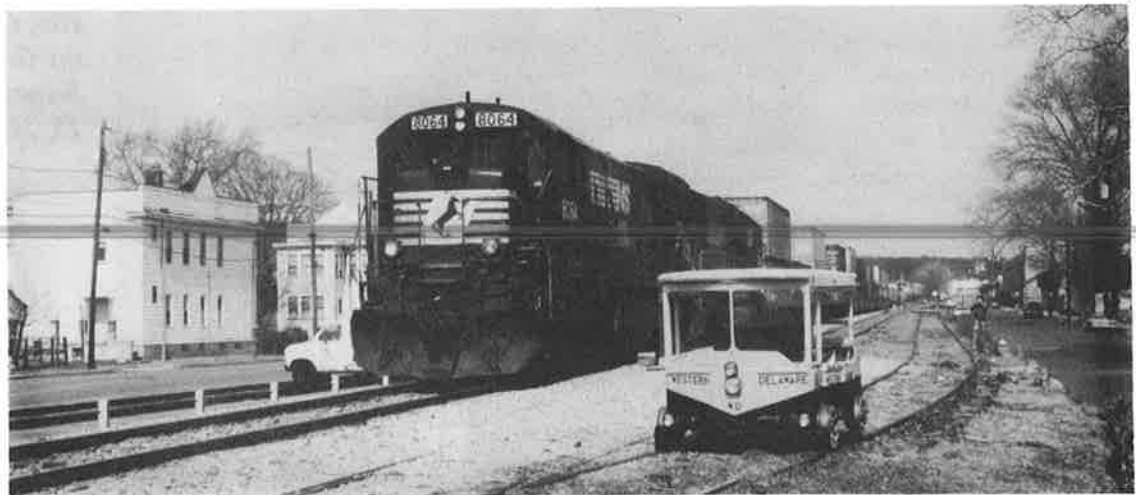


At left, Dick Wilhelm (left) and Hank Brown pause at the Indiana/Illinois border on the Kankakee, Beaverville and Southern. Indiana is to the left of the stone marker, Illinois is to the right.

Photo submitted by Ron Zammit

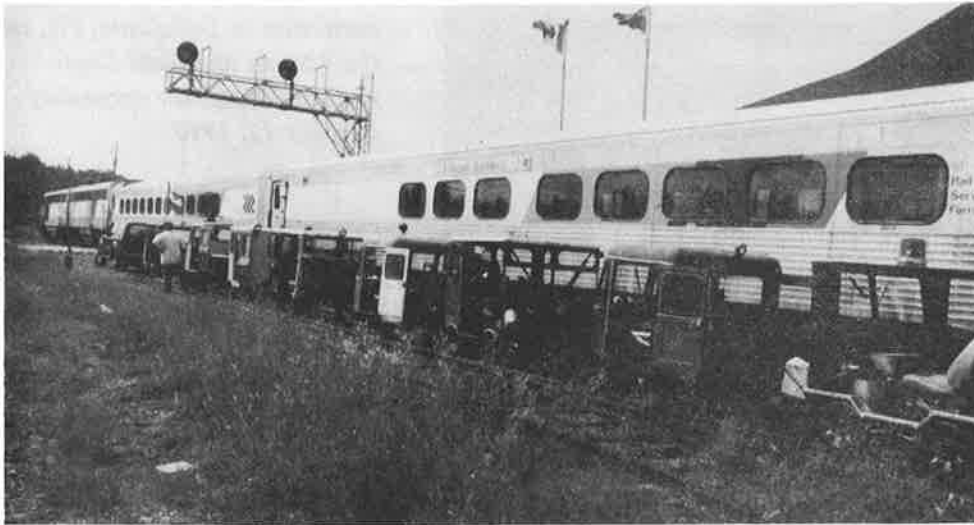
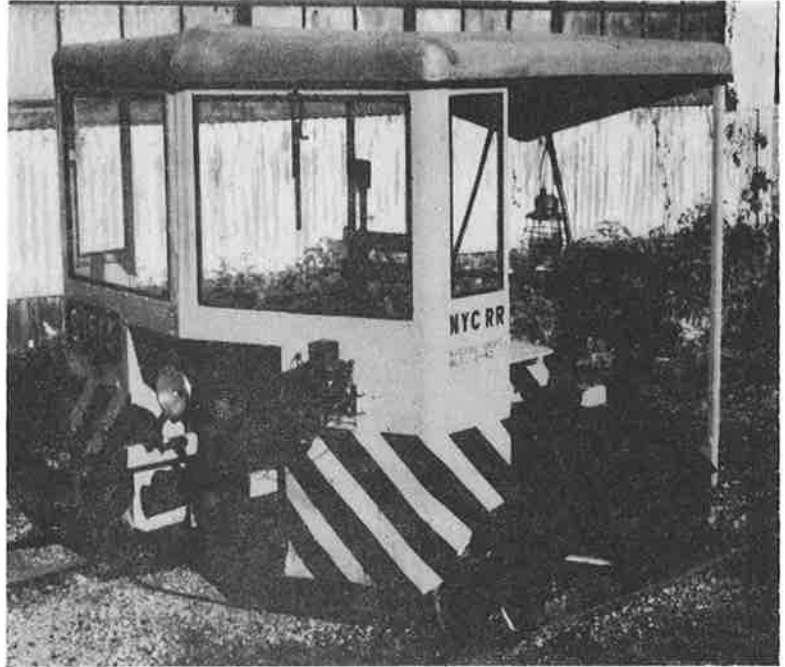
In March 1997, motorcar TCM-1200 (former NYS&W) belonging to Stephen Weiss is cleared up at Hawthorne, NJ, as NYS&W Intermodal train #258 roars by on the main, 10 miles from its final destination at Little Ferry, NJ. The parts used in rebuilding this motorcar were found less than a quarter mile from this location.

Stephen Weiss Photo



At right, an M9-D owned by Terrill Biedenharn of Ft. Thomas, KY. The car was built in February 1942 for the NYC Railroad and used by the signal department between Fortville and Anderson, Indiana. The photo was taken at Stearns, KY, on August 24, 1997, on the Big South Fork Scenic Railway.

Photo by Terrill Biedenharn



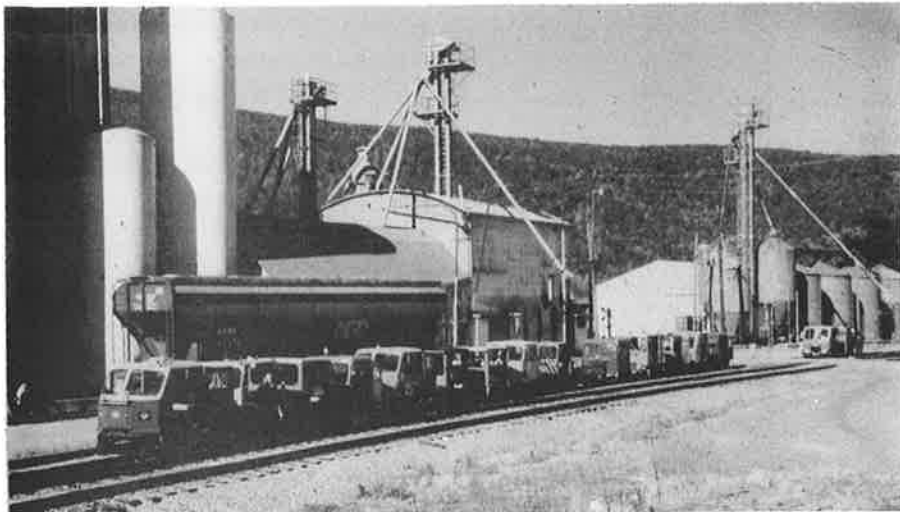
At left, motorcars wait on the siding as the south-bound "Northlander" passes through Temagami, Ontario, on the Ontario Northland Railway excursion Wilderness Tours trip in August 1997.

Photo by Gary Shrey



At left, the group prepares to leave Englehart for North Bay Sunday morning after spending the night in town as part of the Ontario Northland Railway Wilderness Tours excursion in August 1997.

Photo by Gary Shrey

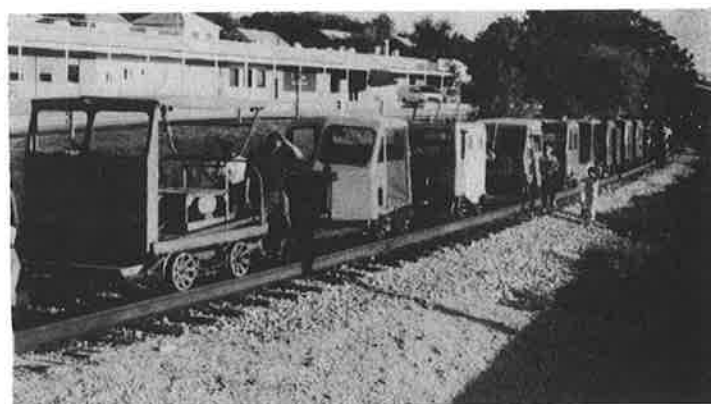


Motorcars wait on the siding for the Tioga Central excursion train to pass on the Wellsboro and Corning Railroad October 11, 1997.



Motorcars wait for Bellefont-Historical Railroad's Budd cars to leave on their passenger excursion in Bellefonte, PA, on the Nittany and Bald Eagle Railroad motorcar excursion October 12, 1997.

Photos by Gary Shrey of New Freedom, PA



At left, sunlight shines off the rails in the Sony yard at the start of Southwest Pennsylvania Railroad's first excursion September 27, 1997. Above, motorcars park for supper in Mt. Pleasant, PA, on the same excursion .



YOU'RE ON THE WRONG TRACK

VOIE INTERDITE



OPÉRATION
GARE A TRAIN



OPERATION
LIFESAVER

Fairmont Plant Still Makes Track Maintenance Equipment—Just Bigger and More Complicated

(Editor's Note: The following story appeared in the Lineup, the newsletter of Motorcar Operator's West [MOW], earlier this year. Reprinted with permission.)

By Jerry Boudreaux

Fairmont, Minnesota, heartland of America, home of many of our speeders and right on the path between California and Wisconsin that Jeanne and I travel during the summer. What a combination! This summer we stopped to pick up some wheels and brake liners and took a few pictures we thought might be of interest to MOW members.

Fairmont is a small "Dick and Jane" town in southern Minnesota right off of I-90. On the first visit, we didn't know where the plant was. Right at the freeway exit is one of our favorite eateries with golden arches so we went in, got some lunch, and asked a few questions. Midwesterners are naturally friendly and, while the kids gave us questioning looks, the older folks working there knew right away. Not only were we given explicit directions but histories and fond memories of moms sewing seats, brothers welding frames, sisters doing accounting, and other family members being involved in the Fairmont Company. It seems that anyone over 50 had something to do with motorcars. They provided us with directions and we found it with no problem.

The original Fairmont Motorcar building looks like something out of a model railroad catalog that might be called "the factory." Very clean, utilitarian, typically midwestern conservative might describe the original plant. Red brick with a white stucco second story make up the main building with a small addition out front for reception. Lawns, shrubs and parking areas surround the

facility set on wide side streets just outside of the main downtown area. Driving around to the business end of the plant—railroad tracks—the rest of the story unfolds.

Fairmont is an aggressive, modern business with roots in early railroading. Rather than stagnate in tradition and outmoded products, Fairmont has diversified and grown. This has resulted in the need for expansion at the plant site. Several stages can be seen including concrete block construction and modern prefab metal additions sprouting in all directions.

On the several rail spurs at the rear of the property, we could visualize the early days with strings of motorcars lined up for shipment. Now, modern hydraulically and pneumatically operated, microprocessor controlled track maintenance equipment sits awaiting shipment, upgrade, modification and/or repair.

Inside the plant, the story is the same. Two summers ago, I was given a quickie tour by plant representatives. The reception area in the front of the plant was warm and friendly with pictures of Fairmont Tamper products hanging on the walls. I was shown the sales area made up of several computer stations separated by state-of-the-art partitions with adjoining meeting and planning areas. Business was brisk with an aura of getting the job done in a professional and highly competent manner. Donning my safety glasses and hardhat, I was taken into the manufacturing area and shown a clean, organized, and efficient workplace. Employees were friendly and proud of their company—justly so.

We walked into a break area where some workers were taking time out. I showed them pictures of our MT19-A and also shots of various MOW runs. They were impressed that people would go to such great lengths to restore old equipment made by Fairmont—in



At left, the Fairmont Tamper plant in Fairmont, Minnesota. The original two-story brick and stucco building is on the right while a modern prefab metal addition shows to the left (rear).

several cases by older family members of these employees—and then actually arrange to run them on the rails. I think it made them feel good.

My guide motioned me around a corner into a parts area with floor to ceiling bins full of—you guessed it—a gold mine of motorcar parts. Having rebuilt only one MT19-A myself, I didn't recognize all the parts but I saw enough to elevate my respiration and heart rate. I felt like I was walking around the Fort Knox of motorcars. My guide found it amusing. The person in charge of this area of the plant knew what most of the parts were and talked about working on the "little speeders" back in the early days. I found two transmission shift rails and some gaskets and bought them on the spot.

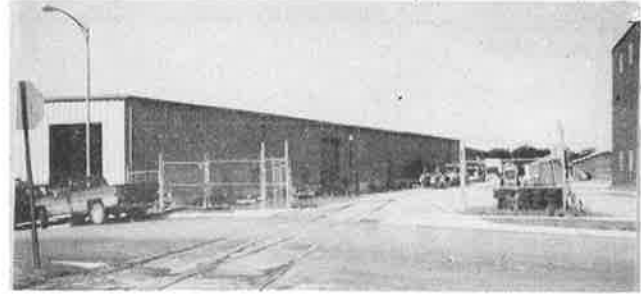
As if the last area wasn't enough, I was taken upstairs to a storage room and shown several models of early—1910 to 1940—Fairmont engines. Chrome and brass still shone on these little jewels with flywheels, centrifugal throttles, water jackets, and simple carburetors. Wow, I couldn't believe that these were just old production engines shoved off in a room. It turned out that these were THE demonstration engines taken by Fairmont representatives to trade shows during the early part of this century. No, I didn't have my camera but someday . . .

Fairmont is now known as Fairmont-Tamper, a division of the Harsco Corporation. They specialize in hy-rail kits for Ford, Dodge, and GM pickups and other heavy trucks.

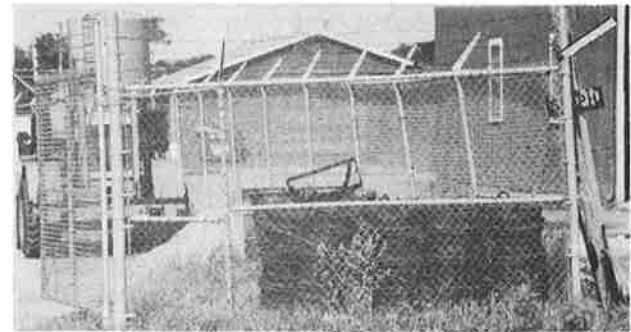
They also design and manufacture very sophisticated track maintenance equipment and they are getting into the business of not only manufacturing these products but also operating them. They operate in a marketplace where competition and competence mean the difference between survival and shutting down. Employees are proud of their products and proud of their company and rightly so. It appears to me that they are doing well.

My trips to Fairmont are business oriented. I don't go there to "hang out" because it is a moderately heavy industry with real safety concerns. I don't try to take pictures all over the place because I expect there are some proprietary factors involved. While people at the plant site are very friendly, they are also very busy. I call ahead for appointments, know the part numbers of materials I need, pay my bill on the spot, get my business done and leave. In exchange for this, Fairmont has always treated me as a valued customer even if my purchases are not large.

All photos by Jerry Boudreaux



Above, the back side of the Fairmont plant showing rail access and maintenance equipment in the yard.



A gold mine of motorcar wheels.



Automated track maintenance equipment staged at the rear of the Fairmont plant.



The old Fairmont motorcar bounce test track near the Fairmont plant.



Want Ads

Editor's Note: THE SETOFF is happy to print all ads received from members. Send ads directly to: Deanna Baird, SETOFF Editor, 4403 Dyes Lane, Bealeton, VA 22712. There is no charge for placing an ad, just send it in. If you want your ad to run for more than one issue, please indicate how many issues. Thank you.

FOR SALE: Velocipede. Rebuilt with new red oak. Ex-B&O, painted in B&O blue, gray and black. Contact Robert Wilhelm, Jr., 5424 Jenmatt Drive, Wilmington, DE 19808-3433; phone (302) 631-3940 (work); (302) 366-8993 (home); e-mail wilhelre@sterlingdi.com.

FOR SALE: Fairmont wheels, 14", four, new, \$350.00; Fairmont wheels, 20", four, new, \$400.00; Tamper wheels, 16", four, new, \$300.00; wood center wheels, 14", two, new, \$200.00; "torpedo proof" wheels, 14", two, new, \$200.00. Contact Dave Rose, (609) 223-0457.

FOR SALE: Buda F4-B Roadmaster (only one known of), built 1944 for U.S. Army(?). Same size as an M19 open car, Briggs & Stratton engine, friction drive, runs good, \$2,200.00. Contact Dave Rose, (609) 223-0457.

FOR SALE: Fairmont MM9 (rare), built 1929, ex-Maine Central car. PHM12 engine with magneto, frame, axles and wheels (torpedo proof) only. Good project car, \$800.00. Contact Dave Rose, (609) 223-0457.

FOR SALE: Fairmont MR19-A-1, built 1948, ex-Western Maryland car. Needs to be restored. Car is complete with extra parts. Has steel wedge front cab and seats, \$1,500.00. Contact Dave Rose, (609) 223-0457.

FOR SALE: Fairmont A3-D-2, built 1953, ex-Western Maryland car. Wood cab, extra parts. Good running car, \$2,000.00. Contact Dave Rose, (609) 223-0457.

WANTED: Any Buda motorcar information. Have Type 19L SHOP #12955 engine #16217 dated 11/24/37, Buda Company, Harvey, Illinois, with Metz drive. Car is from Joplin & Pittsburg Railway Co. (Joplin, Missouri-Pittsburg, Kansas). Contact Ed Offenbacher, 955 Country Road 170, Diamond, MO 64840; phone (417) 624-4799.

WANTED: Fairmont M9 electric horn and horn button. Contact Breck P. Kent, 19A West Main Street, High Bridge, NJ 08829; phone (908) 638-4535.

WANTED: Fairmont pushcar with detachable housing seat and side steps for hauling personnel, part #M34236. (Either pushcar and M34236 assembly complete, or

M34236 assembly separate.) Also want Safetran Systems Corp. Power Track Wrench Model "C" with traversing-type carrier, used, in good operating condition. Have for sale, or will trade for the above, portable, gasoline-powered, flexible shaft-type rail grinder (Mall Tool Company Model 23B), air spike drivers, air tie tampers, air drill, and over 100 hand track tools. Contact David M. Williamson, 9793 Snyder Church Road NW, Baltimore, Ohio 43105; phone (614) 862-5810; fax (614) 659-2348.

WANTED: Fairmont MT19, ex-CN or ex-CP car. Contact Dave Dumont, 757 Lick Street, Groton, NY 13073; phone (607) 898-3300 days, (607) 898-3388 evenings.

FOR SALE: MT14-L-2, ex-CN. Full cab with four boat seats, new paint, new windows, auto greasers on axles. Plus single axle trailer. Runs great, entire rig, \$2,000.00. Pictures available. Contact Douglas Exline, 404 Westchester, Topeka, KS 66606; phone (785) 272-3533.

FOR SALE: Limited number of brand new Fairmont OEM seats. Walnut vinyl, black hinged tube frame. Back rest, \$48.00; seat, \$47.00; tube frame, \$39.00. Complete seat assembly, \$129.95, plus shipping and handling. Contact Clinton Andrews, 892 Beaconsfield, Grosse Pointe Park, MI 48230; phone (313) 822-2000.

FOR SALE: Fairmont S2 including trailer. Electric start, hydraulic turntable, rebuilt engine, great shape. Asking \$3,300.00. Contact Glen Goodell, (419) 668-9848, or Paula Goodell, (440) 988-8240, 46895 Cooper Foster Park Road, Amherst, OH 44001, or e-mail TheGoodell@aol.com.

WANTED: Advice, technical assistance or parts information for building a pump car. Already have plans. Contact Steve Richardson, 2 Maybelle Avenue, Auburn, MA 01501; phone (508) 832-8136, e-mail WNE1SKR@juno.com.

FOR SALE: MT14 with CN fiberglass body. Runs good, has all glass, lights, boat seats, new double link chain, manifold heater. Hitches front and rear. Includes tow bar, \$1,200.00. Contact Bob Johnston, 3810 Primrose Place, Paducah, KY 42001; phone (502) 442-4032.

FOR SALE: Hy-rail pickup, 1986 Ford Ranger with Fairmont hy-rail gear, 2.9-liter engine, automatic overdrive trans., AM-FM cassette radio, PS, PB, saddle toolbox and more. Great runner on both highway and rails, \$6,500.00. Contact Fred Lonnes, P.O. Box 92, Western Springs, IL 60558; phone (708) 246-3666 evenings or e-mail lonnesfd@flash.net.

FOR SALE: MT14-L, ex-Milwaukee Road with Tomah cab, Onan CCKB engine, heater and railroad radio, runs, \$2,250.00. Contact Fred Lonnes, see ad above.

FOR SALE: NARCOA has received the second order of Trainmen's lanterns produced by Star Headlight and Lantern. They are the model 292, which features a bright halogen lamp along with a conventional bulb. A standard 6-volt lantern battery is required (not included). The body is yellow plastic with the NARCOA name, motorcar logo

and "Safety First" imprinted on it (see photo below). The lamps are an effective tool for night signaling and make great presentation items for our railroad hosts. Cost is \$29.00 each plus \$4.00 shipping and handling for the first lantern and \$1.00 s/h for each additional lantern per order. Shipping is free on orders of case lots consisting of 12 lanterns. Make your order payable to NARCOA, and mail to NARCOA Lantern, 10059 Aldridge Dr., Columbia Station, OH 44028-9639.



WANTED: Ice skate style radio antenna for the roof of a motorcar. These were most commonly found on ex-CN Fairmonts and Woodings. Contact John Gonder, P.O. Box 157, New Stanton, PA 15672; phone (412) 696-3603.

FOR SALE: 1984 Beaver car, model BC2M83, serial #0020. Original 18 hp Briggs & Stratton engine, electric start, original seats, Sunstrand hydrostatic transmission, hydraulic disk brakes, Firestone air spring suspension, directional headlights and tail lights, brake lights, seat belts, tool box, revolving roof-top beacon, heater, wipers, horn, stereo AM/FM cassette radio, tubular steel frame, aluminum tilt cab (doors included). Original paint and markings, 700 hours. Car in excellent, ready-to-run condition. Contact Stan Conyer, 9333 State Rd. 46 W., Columbus, IN 47201; phone (812) 342-0565.

FOR SALE: Fairmont license plates for your automobile, your truck, your motorcar or your trailer. Fairmont motorcar logo in brilliant yellow on a black aluminum license plate, \$6.00 plus \$1.00 shipping per plate. Contact Stan Conyer, see ad above.

FOR SALE: Fairmont MT14 with Onan engine. Completely restored. Lots of new metal, new paint, brake lights, etc. Excellent condition, \$2,200.00. Also, MT14, needs restoration. Engine and transmission good, most parts are there, \$700.00. Contact Sam Brubaker, Manheim, PA, at (717) 665-7919.

FOR SALE: glass fuel bowl, used, #F7876, \$1.50; retainer to hold fuel bowl, used, two, \$1.00; heavy duty tow bar, used, \$75.00; axle/differential, #M34724, \$100.00; clutch plate assembly, new, #F16342, \$150.00; Onan coil, 12-

volt, used, #166-0535, \$10.00; idler sprocket and support, new, #102895, \$100.00; brake shoes with wood back, new, #M16734, have eight, \$10.00; windshield wiper arm/blade, 12 new, \$10.00; windshield wiper arm and blade, 12 used, have three, \$10.00; 12-volt windshield wiper motor, used, #F13551, have four, \$15.00; axle/differential with two 16" wheels and two bearings mounted on axle, used, #M34724, \$150.00; axle with bearings, used, #M34724, two, \$75.00; 12-volt electric cab fan, new, have two, \$35.00; carburetor, Solex, new, #1-26-129, \$150.00; carburetor, Zenith, used, #13252D, \$75.00; headlight, sealed beam, 12-volt, new, have two, \$16.00; headlight, sealed beam, 12-volt, used, three, \$8.00; strobe light, red, 12-volt, used, \$20.00; rear lights, red, 12-volt, used, have two, \$5.00; oil filter, 122-0323 Onan, new, #1374, \$3.00; 16" wheels, used, have four, \$50.00; MT19 motorcar, ex-T&P Rwy., \$1,200.00. All F.O.B. Burleson, Texas. Contact M.W. Kirby, 215 Tracy Lee Ct., Burleson, TX 76028; phone (817) 478-0773.

FOR SALE: Motorcar parts. Belt pulley, #P6578, \$30.00; bracket, #76991, have two, \$1.00; brake bracket, #46526, have eight, \$5.00; arm, #M32736, \$5.00; belt pulley, #M37040KA, \$50.00; engine with condenser, new, RQD, \$450.00; aluminum roof canopy with back brace, fits M9 or other, 42" long by 61" wide, new, have five, \$100.00; curtain bracket, #69636, \$25.00; drive belt, #F7978, new, have three, \$75.00; drive belt, #F4598, new, have two, \$75.00; S-2 motorcars, have three, \$800.00; derrick crane, W-64, \$1,000.00; trailer, T-11, \$400.00. All F.O.B. Burleson, Texas. Contact M.W. Kirby, 215 Tracy Lee Ct., Burleson, TX 76028; phone (817) 478-0773.

FOR SALE: Small marker lights as used on the WP and other lines, made from original Pyle National molds. Wired for 12-volt operation. Ideal for motorcars, \$250.00 a pair with brackets for each. Include \$10.00 for shipping. Contact Glenn Beier, 6697 Long Ave., Placerville, CA 95667; phone (916) 622-9644.

FOR SALE: Flashing LED Buttons featuring a Fairmont motorcar in bright safety yellow with a LED light in the car's headlight. LED flashes when you pin on the button. Replaceable watch batteries last over 100 hours. Button measures 1 1/4" in diameter and has a white background with black outline. These popular and attractive LED Buttons make excellent fund-raisers for Motorcar Clubs. Retail orders, send \$4.95 per button plus 75 cents per button postage. We stock over 50 various LED Button designs; send for a free list. Dealer inquiries also to: Railfan Specialties, P.O. Box 10245, Wilmington, NC 28405; phone (910) 686-2820.

FOR SALE: You want to know more about the lines you ride, but can't find any good research material? Send \$2.00 for a catalog of Track Charts & Profiles, map books of graphic and technical information highlighting track arrangements, gradients, curve degrees, bridges, signals, facilities, stations, crossings, abandoned lines, etc. Short-lines to major roads, past and present. Contact Dave Cramer, 2114 Sheridan Drive, Madison, WI 53704; phone (608) 244-2916.

Board of Director Nominations Open

By Carl Anderson
Nominations Committee

Nominations for Board of Directors for all odd-numbered areas are now open until March 31, 1998.

It would be great to have at least two candidates for each area. The incumbent is automatically nominated unless they decline to run for another term.

Requirements for the nomination are the following: a member must be in good standing with NARCOA and at least 18 years old, and must be willing to perform the duties of an area representative such as attend the National Meeting, keep their area members informed of NARCOA-related events and issues, and poll members for their opinions.

To nominate an area representative, contact the person you want to nominate and get their acceptance to run. Then send me a letter informing me of the nomination:

Carl Anderson
1330 Rosedale Lane
Hoffman Estates, IL 60195

I will request the nominee to provide a brief write-up about themselves prior to elections.

Operator Certification Testing Underway

By Stan Conyer
Safety and Rules Committee Chairman

As of this writing, I have processed over 200 requests for the Rule Book test. The response to the program has been overwhelmingly positive by those who have sent comments with their request. I have processed 36 returned tests so far and the most anyone has missed is three questions, but only 58 percent have scored perfectly.

Hank Brown and I conspired on the test and tried to make it as free of debate as possible. I never realized how hard it was to write a perfect test. Some of you are really studying the wording of the rules and the questions. This is great. The whole reason for the test is so everyone will read and follow our rules at our excursions which will make our hobby safer.

(Editor's Note: Requirements for the Operator Certification Card were outlined in the September/October 1997 issue of THE SETOFF. For more information, contact Stan Conyer at the address listed in the box at right.)

North American Railcar Operators Association (NARCOA)

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

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Altoona, IA 50009

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Greendell, NJ 07839

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Alberton, MT 59820

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Leesburg, FL 34748

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469 Campana
Arroyo Grande, CA 93420
rzammit@cymbal.aix.calpoly.edu

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Oshkosh, WI 54904

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115 Hartford Dr.
Ladson, SC 29456

Recording Secretary:
Doug Stivers
1548 Fuchsia Dr.
San Jose, CA 95125

Committee Chairs:

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

THE SETOFF:
Deanna Baird
4403 Dyes Lane
Bealeton, VA 22712

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

Operator Certification Test:
Stan Conyer
9333 State Rd. 46 W.
Columbus, IN 47201