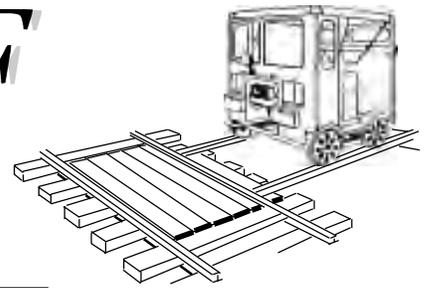


The *SETOFF*



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

January/February 2007, Volume 21 - No. 1



Taken aboard the Lehigh Gorge Scenic Railway Train, Jim Thorpe, PA
Photo by Charlene Morvay

CONTENTS

President's Message 2
A Conflict Within NARCOA? 3
NARCOA Insurance Information 4
BOD Nominations 4
Important Information for Excursion Coordinators 5
Obituary - Jerry Belter 6
Minutes from the Annual Meeting 7
Rulebook Changes 13
Photos from Jim Thorpe 13
From The Director's Desk 14
The Safety Comment: Buckle Up NARCOA 16
Rowlett, Texas, Parade 17
U.S. Rail (Great Miami and Scioto) 18
Officers 20

Please submit materials
for the March/April issue of
The **SETOFF**
by February 15
as follows:

Letters to the Editor
All other materials
Photos

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



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

President's Message

by C. Patrick Coleman

Hope you all had a Happy Holiday season. As I write this I am looking forward to a run on the Roaring Camp and Big Trees on December 30, an interesting run through the Coastal Redwoods from Felton, CA, down to Santa Cruz. We'll be running standard gauge, while the next track will be loading passengers for the narrow gauge run up

Bear Mountain behind a Shay or possibly their Heisler. Their website is located at <http://www.roaringcamp.com>.

February 1, 2007, is start of our liability policy for 2007. This policy returns us to the 12-month cycle beginning in February and ending on January 31, 2008. Forms for applying were mailed to you in the November/December issue of *The SETOFF*, and are available at <http://www.narcoa.org/docs.htm>. Keith Mackey, our webmaster, has done a superb job of making the insurance documents into a form that allows you to type in the information on your computer, print out, and mail to Tom Norman. Please make sure you complete and sign all the forms as indicated. Tom Norman has to handle

about 950 applications in a short time period, so please do what you can to facilitate the process.

Other points on insurance: the cost of the liability policy will increase because of returning to 12 months of coverage versus the 9 months of coverage we had in 2006, and the coverage provided by the application discussed above is liability insurance. The Property Damage insurance provided and administered by United Shortline expires April 30, 2007, and renewal information will come directly in March from United Shortline.

All current operating members must have completed the current NARCOA Rulebook Certification test to secure 2007 insurance. The current certification test is good until April 30, 2008.

After several years of excellent leadership, Mark Springer has resigned his Chairmanship of the Judicial Committee. Mark remains a member of the NARCOA Board as Director for Area 9. Thank you, Mark, for past and continuing service.

I have appointed Ed Best from Alamo, CA, to Judicial Committee Chairman for 2007. Ed has been in our hobby for more than 10 years, and served as a Director of M.O.W. in the late 90's. Ed has operated and owned MT-19, MT-14 and A4 cars. He also has served as a member of a number of civic boards in California, in various capacities. His experience and demeanor will serve us well in the coming months.

While I am discussing Mark and Ed, it seems appropriate to thank all the NARCOA Directors and persons chairing or sitting on committees. They spend a great of time supporting and guiding our hobby.

I will be taking advantage of January and February to prepare our MT-19A for running season. Preventive maintenance is a must for our motorcars. Whether your runs are short or long, the motorcar is being used for a purpose other than which it was originally designed. I will be checking fasteners, bearings, chains, and all other various components of my motorcar. Some time will be spent checking trailer components as well. Hope you find time to check your motorcars and trailers too.

The Annual Meeting is scheduled for September 28-29, 2007, at The Sheraton Gateway Suites Hotel - 6501 Mannheim Road - Rosemont, IL 60018 (at Chicago's O'Hare Airport). All members are invited to attend. The meetings are held between 9:00 a.m. - 5:00 p.m. both days. Please contact your Area Director if you are coming so we can have an appropriate amount of space for all attendees.



A Conflict Within NARCOA?

by Bobby Moreman, Area 5 Director

How can that happen? NARCOA is a well-run organization with many individuals volunteering their time and expertise to promote safe motorcar excursions, yet we have two large and responsible committees in conflict with each other!

Bad? I hardly think so. In fact the conflict within NARCOA, makes us a more responsible organization in achieving its goals and aspirations.

Sounds good to me, but where is the conflict? Lets look at the Judicial Committee and its responsibilities. The Judicial Committee investigates various incidents, does investigations of incidents, and makes recommendations to the NARCOA Board of Directors. This is a hard-working committee and often spends weeks, and months, completing investigations and presenting thorough reports to the BOD. Thanks to Mark Springer and his committee members for all their hard work.

Now let's look at the Safety Committee. This is chaired by Bob Knight and his fellow hard working members. Their job and responsibility are to ensure the safe operations of motorcar excursions through safety awareness, and the safe practice of our motorcar operators and passengers.

Do you see the conflict now? If Bob Knight and the Safety Committee were 100% successful, there would be no incidents to investigate, no recommendations to the BOD, and the Judicial Committee would be disbanded. Now that's a wonderful thought, but regretfully it's not going to happen. Still, think about it - the more successful the Safety Committee, the less the Judicial Committee has to do.

Now that's what I call a wonderful safety conflict within NARCOA.

Both of these two committees are success stories, and it's due to Bob Knight and Mark Springer and their hardworking committee members. Thanks a bunch, you guys and gals.

SAFE TRIPS EVERYBODY - ya'll come south, ya hear!



Submitting Materials for Publication

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

The SETOFF

Volume 21 Number 1

Editor	Charlene Morvay 17825 Route 8 Union City, PA 16438 setoff@juno.com
Publisher	Ernie Jeschke 4106 N. Adrian Hwy. Adrian, MI 49221 ejeske@tc3net.com
NARCOA Membership	Joel Williams Box 802 Lock Haven, PA 17745 joel.williams@earthlink.net

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

©Copyright 2007 - NARCOA. All rights reserved. Reproduction, by any means, in whole or part, by any party, is strictly prohibited. NARCOA members may make copies for their personal use only.

Motorcar Physical Damage Coverage for 2007

by Tom Norman, NARCOA Insurance Administrator

There are two separate insurance programs available for NARCOA members. The first program is our Railroad Liability Insurance Program, and is required by NARCOA for a member to operate at a NARCOA insured excursion. The liability policy year is 2/1/07 through 1/31/08. Insurance applications for 2007 liability coverage were inserted in the November/December issue of *The SETOFF*. Application forms can be downloaded from NARCOA's website at www.narcoa.org or may be obtained from the NARCOA Area Insurance Reps. **Remember 2006 liability coverage expires 1/31/07, so renew now.**

Many NARCOA members participate in our second program and buy insurance to provide physical damage coverage for their motorcars. This program is entirely optional, and is up to the member to determine if it is appropriate for them. The insurance covers loss or damage to our railroad rolling stock (motorcars) and also covers hy-rail vehicles with one exception. Hy-rail coverage is in effect only while the vehicle is being operated on railroad tracks.

Motorcars are not usually covered under the member's homeowners or automobile insurance. It requires a special type of insurance coverage referred to as Commercial Inland Marine Insurance. This insurance has been provided by United Shortline Insurance Services. They will continue to offer this insurance directly to NARCOA members.

The policy year is 3/31/07 through 3/31/08. The premium did not change from last year. There are three levels of motorcar valuation - up to \$5,000, \$5,001 to \$10,000, and \$10,001 to \$20,000 for a premium of \$55, \$110, and \$165, respectively. A \$500 deductible applies per car. Renewal applications will only be taken through 4/16/07. A minimum of 100 motorcars must be insured before the physical damage coverage will be written. NARCOA has met that requirement the last four years. United Shortline will mail applications in February to members that currently participate in this insurance program. I'm also inserting an application in this issue of *The SETOFF*.

Board Of Directors Nominations Open For Even-Numbered Areas

It is always good to have more than one person running for a seat on the NARCOA Board. Who would you like to see on the Board?

Nominations for Board of Directors for even-number areas are open until March 30, 2007. Incumbents are automatically nominated unless they decline to run for another term.

Area 2 Joel Williams
Area 4 Tom Falicom
Area 6 Hank Brown
Area 8 Ken Annett
Area 10 Jim Spicer

To be nominated, one must:

Be a member in good standing with NARCOA.

Be at least 18 years of age.

Be from the same area as the person nominating you.

To nominate a member for the Board, first contact that person and verify that he/she will be willing to serve. Then send a letter informing me of the nomination. Also, at that time, the nominee should send a write-up of 100 to 150 words or less about him/herself to be put on the ballot. Voting will take place as in the past with all ballots received by July 31, 2007, being counted. Results will be announced in the September/October *SETOFF*.

Carl L. Anderson NARCOA
1330 Rosedale Lane
Hoffman Estates, IL 60195
e-mail: ca636@aol.com



Important Information for Excursion Coordinators

by Tom Norman, NARCOA Insurance Administrator

At the September NARCOA Board meeting, the board made a change to the Policy Book. Policy #26 has been modified to require excursion coordinators to post excursion announcements on the NARCOA website, before a Certificate of Insurance can be issued. The concern was that some excursions are being run that are not open to all NARCOA members. If the event is listed on the NARCOA website, then theoretically it is open to all members. Pat Coleman, in his President's Message last month, briefly addressed the requirement.

To enforce this policy the board has asked that NARCOA Area Insurance Representatives do not issue a Certificate of Insurance until they verify that the excursion is advertised on the NARCOA website. The Area Insurance Rep, when they receive the Certificate of Permission from the Excursion Coordinator, will simply go to the Excursion Calendar page at the NARCOA website and verify that the excursion is listed. If not listed, the Area Insurance Rep cannot issue the Certificate of Insurance. The rep will contact the Excursion Coordinator, and explain the new policy.

It is easy to post an excursion announcement. Excursion Coordinators simply go to the Excursion Coordinators Page (under the Excursion Calendar tab) on the NARCOA website for details. The Excursion Coordinator just sends an email to: excursions@narcoa.org with the appropriate excursion information.

The policy is simple for most excursions, but we do have several affiliates that request Certificates of Insurance for 90-day periods, or periods when excursion dates cannot be

definitely identified ahead of time. In that case the excursion coordinator can advertise something similar to the example by Carey Boney and Railcar Operators of the Carolinas:

"Red Springs & Northern Railroad: First and Third weekends of each month, Railcar Operators of the Carolinas (ROC) invites you to ride 12.5 miles on the Red Springs & Northern Railroad in Red Springs, NC near Fayetteville, NC, just off I-95. NARCOA rules are in effect. Trips are mainly on Saturday starting in Red Springs and going to Parkton, NC and return. Contact person: Carey Boney, 1605 Powers Road, Wallace, NC 28466. Tel: 910.285.7489"

The NARCOA Area Insurance Reps ask Excursion Coordinators to keep these requirements in mind. Please try to be sure that your excursion is advertised before returning the signed Certificate of Permission to the rep.

You can now send your excursion information directly to the webmaster (Keith Mackey, at webmaster@narcoa.org) for placement on the NARCOA website. Charlene Morvay (*The SETOFF* Editor) will then pull all excursions from the website shortly before printing to ensure the most up-to-date information.

If you do NOT have Internet access, please send your excursion information to:

Keith Mackey
9000 SE 70th Terrace
Ocala, FL 34472
(352) 347-0770



Letters To The Editor



If you have a comment, suggestion, or complaint, send it to me at:

setoff@juno.com

Please put LETTERS in the subject line.

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

REMINDER: To submit photos and articles electronically, please reduce the size (from megabytes to no larger than 600 kilobytes). My old country phone lines will not handle big files. DSL is coming closer, but none too fast!

ALTERNATIVE: Burn a CD and snail-mail to:

Charlene Morvay
17825 Route 8
Union City, PA 16438



OBITUARY Jerry Belter

submitted by Dave Verzi

Long time NARCOA member Jerry Belter died November 26, 2006, at the age of 42, in an ATV hunting accident at his cabin in southern Ohio.

Jerry's involvement with motorcars began in the mid 80's while volunteering on the Cuyahoga Valley Line railway operating between Cleveland and Akron. Subsequently he joined NARCOA, and for years was an enthusiastic and outgoing member who attended many motorcar excursions in and around Ohio with his family and friends.

An operating engineer by trade, Jerry was a knowledgeable and capable motorcar operator who was always the first to get dirty, cold, and occasionally soaked, assisting with a broken down motorcar. He'd also patiently take time to mentor a new member.

Although Jerry had been mostly inactive the past couple of years working on his cabin and restoring his motorcars, he anticipated actively returning to the rails in 2007. His enthusiasm, contributions, and friendship will be both remembered and missed.

He is survived by his parents, a brother and sister.



Jerry Belter and his dad, Jerry Sr., on the SL&I ore docks in 1996.



NORTH AMERICAN RAIL CAR OPERATORS ASSOCIATION

2006 Annual Meeting Report

September 29-30, 2006

Rosemont, IL

Pat Coleman - President
Ken Annett - Vice President
Joel Williams - Secretary
Tom Norman - Treasurer

Warren Riccitelli - Area 1
Joel Williams - Area 2
Bruce Carpenter - Area 3
Tom Falicon - Area 4
Bobby Moreman - Area 5
Hank Brown - Area 6
Carl Schneider - Area 7
Ken Annett - Area 8
Mark Springer - Area 9
Jim Spicer - Area 10
Pat Coleman - Area 11
Dave Verzi - Director at Large
Bernie Leadon - Director at Large

Judicial Committee members in attendance not mentioned above:

Dick Wilhelm
Al Elliott

Committee Chairpersons in attendance not mentioned above:

Carl Anderson - Nominations and Elections
Jim McKeel - Rules
Keith Mackey - Webmaster
Charlene Morvay - Editor, *The SETOFF*
Bob Knight - Safety

Members in attendance:

Mugz Falicon
Wally Schneider
Fred Lonnes
Dave Spencer
A.C. Marshall
Deby Springer
Jim Morvay
Bob Wonderling

The meeting was called to order by president Pat Coleman at 9:00AM. He welcomed all in

attendance and asked each person to identify themselves around the table.

The President asked Carl Anderson, Chairman of the Elections Committee, to read the 2006 election results.

Area 1	Warren Riccitelli
Area 3	Bruce Carpenter
Area 5	Bobby Moreman
Area 7	Carl Schneider
Area 9	Mark Springer
Area 11	Pat Coleman

A motion is made to accept the 2006 Board of Directors election results.

MOTION

Bobby Moreman - Motioned to accept the newly elected board members

Carl Schneider - Seconded the motion

Vote result: 11-0-0

ELECTION OF OFFICERS

After a call for nominations a motion is made to retain the present officers.

MOTION

Hank Brown - Motioned to retain existing slate of officers for the next year.

Carl Schneider - Seconded the motion

Vote result: 11-0-0

DIRECTOR AT LARGE

Pat Coleman announced the appointment of Bernie Leadon as Director at Large and introduced him to the Board. Bernie addressed the Board briefly thanking Pat for the opportunity to serve.

Pat Coleman thanked former Director at Large Mike Paul for his many years of service to NARCOA in several positions on the Board and Committees. He mentioned the many

continued on next page . . .

policies authored by Mike over the years, and wished him well in retirement in Arizona.

ANNUAL COMMITTEE REPORTS

Treasurer's Report presented by Tom Norman

Insurance Administrator's Report presented by Tom Norman

Nominations and Elections Committee Report presented by Carl Anderson

Membership Secretary's Report presented by Joel Williams

Affiliates Administrator's Report presented by Dave Verzi

Rulebook Committee Report presented by Jim McKeel

Operations Committee Report presented by Hank Brown

Judiciary Committee Report presented by Mark Springer

Legal Forms Committee Report presented by Mark Springer

Custom Built Motorcar Guidelines Committee Report presented by Tom Falicon

The SETOFF Editor's Report presented by Charlene Morvay

Webmaster's Report presented by Keith Mackey

Electronic Roster Committee Report presented by Pat Coleman for Don Pomplun

NARCOA "Forum" List Committee Report presented by Pat Coleman for Rich Stivers

Computer Data and Roster Committee Report presented by Pat Coleman

Rail Preservation Committee Report presented by Warren Riccitelli

Rulebook Certification Committee Report presented by Pat Coleman for Al McCracken

FRA Committee Report presented by Pat Coleman for Ron Zammit

Safety Committee Report presented by Bob Knight

A motion was put forward to accept all committee reports as presented.

MOTION

Hank Brown - Motioned to accept all committee reports.

Bruce Carpenter - Seconded the motion

Vote result: 11-0-0

AFFILIATE ISSUES

It was brought to the Board's attention that many excursions are not being posted in The SETOFF or on the website as required by Policy Book item #26. Hank Brown pointed out that a full 34.6% of all excursions were not in compliance. A discussion ensued on how to correct this situation by withholding the certificate of insurance until advertising was in place, and how quarterly certificates of insurance that are issued without dates of the events being known would be impacted. It was decided that Hank Brown would chair a sub-committee meeting to work out the details and wording for item #26 during the committee sessions following the regular meeting of day one.

CALIPERS

Hank Brown reported an adequate inventory of wheel profile gauges and calipers for sale to members, but cited a need by the excursion coordinators and members to check profiles on cars with cast wheels.

A motion was put forward to buy gauges for cast wheel profiles for A-type cars.

MOTION

Warren Riccitelli - Motion to authorize Hank Brown to purchase a sufficient supply of wheel profile gauges for cast type wheels.

Tom Falicon - Seconded the motion

Vote result: 11-0-0

RULES APPROVAL

The cotter pin rule that was proposed at last year's meeting, and published for member comment in *The SETOFF*, was discussed. After considerable discussion of wording changes, it was decided to add an illustration to the Rulebook showing a hairpin type of cotter that is not acceptable.

continued on next page . . .

A motion was put forward to approve the cotter pin rule as previously published, namely,

Section 1 Rule # 20 COTTER PINS

"All nuts and pins on axles and brake rigging shall be secured by cotter pins that are similar to original equipment installed by the manufacturer. The pins shall be applied in such a manner as to not compromise the insulation properties designed into the motorcar."

(Note: Current Rule #20 MISCELLANEOUS will become Rule #21)

MOTION

Joel Williams - Motion to approve the cotter pin rule with the illustration as stated

Tom Falicon - Seconded the motion

Vote result: 11-0-0

A motion was put forward to approve the additional wording to Rule # 2 Brakes as previously published, namely, "**Brake liners (usually made of metal) shall be replaced once they have worn into the insulation block (usually made of wood)**"

MOTION

Mark Springer - Motion to approve the brake rule changes as previously published

Hank Brown - Seconded the motion

Vote result: 11-0-0

JAKE AWARDS

A review of the funding of the Jake Award pins by the various affiliates was read and the benefits of NARCOA participation in this program were discussed.

COORDINATION OF INSURANCE DATES WITH RULES CERTIFICATION DATES

A discussion of how to easily implement the co-ordination of the Insurance program renewal dates with the Rules Certification test dates took place. It was decided that April 30, 2008 will stand as the renewal date for the Rules Certification card despite the fact that the insurance program will be renewed on Feb 1st 2008.

Since Excursion Coordinators must continue to check for proper qualifications, it was suggested that the rulebook certification numbers identify the year of issue similar to the system used with the Insurance program.

REVIEW OF POLICY BOOK AND OPERATIONS MANUAL

The status of changes that were to be made to both the Policy Book and the Operations Manual were checked and discussed.

A discussion of the hy-rail policy took place, and some revisions are to be placed in the Operation Manual, by Hank Brown.

The NARCOA Motorcar Inspection form was discussed and several changes were discussed and approved.

These changes to the document are to be made by both Hank Brown and Keith Mackey.

Day One of the full Board meeting adjourned at 3:35PM to allow the various committees to meet prior to the Saturday session.

Day Two - Saturday Sept. 30, 2006

CLOSED SESSION - BOARD AND JUDICIAL COMMITTEE MEMBERS ONLY

8:00AM to 9:00AM

OPEN SESSION - FULL BOARD, COMMITTEE, AND GENERAL MEMBERS

Called to order at 9:10AM by President Pat Coleman

RULES COMMITTEE MEETING REPORT OF SAT. SEPT. 29TH

Jim McKeel reported on the discussion of a possible rule regarding the towing of another motorcar.

Jim will do some research into any towing rules used by the railroad industry and report back with a possible draft rule to be prepared.

POLICY BOOK COMMITTEE MEETING REPORT OF SAT. SEPT. 29TH

Hank Brown reported that the committee recommended that Policy Book item #26 be

continued on next page . . .

changed to require that advertising be in place before issuance of insurance. After some discussion the wording was agreed upon as follows:

"An affiliate excursion coordinator must post on the NARCOA website, their excursion prior to the Certificate of Insurance being issued. The website information will be made available to *The SETOFF* for publication."

Hank Brown reported that the committee also recommended that Policy Book item #19 be changed and offered a proposed wording. Tom Norman explained that the reason for item #19 was to protect the insurance policy, which covers claims arising at other than NARCOA excursions. After much discussion and input from Dave Verzi, Mark Springer and others the following wording was agreed upon:

"All members of the NARCOA Insurance Program who operate motorcars at non-NARCOA insured excursions must report any incident as defined by current Judicial Committee policy, at such an excursion to the NARCOA Insurance Administrator within 30 days of the incident. The Judicial Committee may become involved with investigating these incidents based upon current insurance coverage."

CHRIS LITTLE of **EMPIRE INSURANCE SERVICES** addressed the meeting and fielded questions from members. He encouraged the Directors to call him with any questions or complaints concerning our current insurance coverage.

Returning to the meeting a motion was made to accept the changes to the Policy Book as shown above.

MOTION

Hank Brown - Motion to approve changes to Policy Book items #26 and #19 as shown above.

Joel Williams - Seconded the motion

Vote result: 11-0-0

POLICY BOOK UPDATES

Item #1 - Removal of second sentence "Copies of the book will be distributed only to Board

members and the Operating Committee Chairperson"

MOTION

Mark Springer - Motion to remove second sentence of Item #1

Bruce Carpenter - Seconded the motion

Vote Result: 11-0-0

Item #11 - Sub. 3 Change to "member must have been mentored using the current Excursion Coordinator Mentoring Process"

MOTION

Mark Springer - Motion to change wording to Item #11 Sub.3 as above.

Hank Brown - Seconded the motion

Vote result: 11-0-0

Item #13 Change the word "accident" to "incident" in the first sentence and remove the words "vice chairperson"

MOTION

Hank Brown - Motion to change the wording to Item #13 as above.

Carl Schneider - Seconded the motion

Vote result: 11-0-0

Item #24, Sub. D Change line "(simple majority of those members voting by mail, telephone, or meeting)" to add "email"

MOTION

Hank Brown - Motion to add the word "email" to Item #24 Sub. D

Tom Falicon - Seconded the motion

Vote result: 11-0-0

Item #23 Remove the last sentence "Only NARCOA insured operators may operate at a NARCOA Affiliate sponsored excursion."

MOTION

Joel Williams - Motion to remove the last sentence as shown above.

Bruce Carpenter - Seconded the motion

Vote result: 11-0-0

continued on next page . . .

Item #24, Sub. D Change the word “members” to “Directors” in the line “(simple majority of those members voting by mail, telephone, or meeting)”.

MOTION

Tom Falicon – Motion to change the word “members” to “Directors” as shown above.

Bobby Moreman – Seconded the motion

Vote result: 11-0-0

PROPOSED SEATBELT RULE

Bruce Carpenter read his proposal for a seat belt rule. A discussion of the proposal ensued and the proposal was tabled.

WEBSITE

Keith Mackey presented some questions and suggestions regarding the NARCOA website.

It was decided that “The Setoff” be put up on the website after 6 months of issue date. Keith advised that older issues would be placed on the site as time allows.

Keith volunteered to again handle the annual calendar as no other arrangements had been made to date.

It was recommended by Keith that the encoded Members Email List on the website be closed down in favor of the Member/Equipment Roster edited by Don Pomplun. This list has the members’ permission to include email addresses and is only accessible by members. This was OK’d by the Board.

CUSTOM BUILT MOTORCAR GUIDELINES

Tom Falicon discussed a few changes made to the Custom Built Motorcar Guidelines.

TOURIST RAILWAY ASSOCIATION

Tom Falicon reported that he attended the Tourist Railway Association Show and stated that he felt that having a booth at the show would not be of a cost benefit to NARCOA. He advised that he will continue to attend and represent NARCOA at his own expense.

THE SETOFF

Bruce Carpenter requested that the Board grant the Editor of *The SETOFF* the latitude to

engage a new printer for the newsletter and all NARCOA documents. It was decided that this should be done beginning with the March/April issue of 2007. The Board approved the request.

Also it was announced that Deby Springer has agreed to proofread *The SETOFF* and to do that, a copy of Adobe Acrobat Full Suite needs to be purchased for her.

MOTION

Hank Brown – Motion to purchase the software for proofreader Deby Springer as described above.

Bruce Carpenter – Seconded the motion

Vote result: 11-0-0

BOY SCOUTS RAILROAD MERIT BADGE

Warren Riccitelli discussed a possible contribution by NARCOA to the Boys Scouts of America Railroad Merit Badge Program. This was discussed and tabled pending a review.

2007 BOARD OF DIRECTORS MEETING

The date was set for next years Board meeting: Sept 28th and 29th 2007.

Hank Brown was authorized to negotiate a three-year deal with the Sheraton Hotel to maintain rates.

EXCURSION COORDINATOR MENTORING PROGRAM

Hank Brown presented a new Excursion Coordinator Mentoring Program. The Board members agreed that the time was right for this program to proceed and it was adopted with implementation in January 2007. The program will be administered by Hank as Operations Committee Chair.

MEMBER’S LETTER

Pat Coleman read a letter from member Alan Wilber written to the Board. The letter recommendations were noted and discussed with no action taken.

BREAK 3:25PM to 3:40PM

continued on next page . . .

JUDICIAL COMMITTEE POLICY CHANGES

Mark Springer presented a number of changes to the JC Policy and the NARCOA Agreement requested by the Judicial Committee:

NARCOA AGREEMENT

Add "implied consent" item between item 13 and 14 and will state:

"Cooperation with Judicial Committee Investigations. I agree as a NARCOA member to cooperate to the fullest extent required by the Board of Directors involving any incident, rules violation or misconduct report. I understand failure to comply may result in disciplinary action."

MOTION

Bruce Carpenter - Motion to add a new item to the NARCOA Agreement as stated above.

Warren Riccitelli - Seconded the motion

Vote result; 11-0-0

IX. POINT SYSTEM

Add verbiage about delinquent filing of statements from NARCOA operators by moving item #3 to #4 and create a new #3 as follows:

1. Delinquent filing of statements requested during a Judicial Committee investigation will result in the following points assessment:
 - a. If report late 4 weeks - 3 points.
 - b. If report late 8 weeks - 6 points
 - c. If report not received within 12 weeks - 1 year suspension

MOTION

Bobby Moreman - Motion to add wording about delinquent filing of statements during a JC investigation as shown above.

Tom Falicon - Seconded the motion

Vote result: 11-0-0

X. PENALTIES FOR INCIDENTS, ITEM 3

Change from "Three chargeable incidents over a 36 month period, regardless of point total: NARCOA privileges will be removed for 12 months...." to:

"Any combination of 3 chargeable incidents,

misconduct or rulebook violations over a 36 month period, regardless of point total: NARCOA privileges will be removed for 12 months..."

MOTION

Tom Falicon - Motion to change "X. Penalties For Incidents, Item 3" as shown above.

Hank Brown - Seconded the motion

Vote result: 11-0-0

I. INCIDENTS, ITEM 1 Definitions:

Change "an incident is defined as any incident involving..." to "An incident is defined as any event and/or occurrence involving..."

MOTION

Hank Brown - Motion to change the wording of the definition of an incident as shown above.

Mark Springer - Seconded the motion

Vote result: 11-0-0

MENTORING AT NON-NARCOA EVENTS

Hank Brown discussed the NARCOA Mentoring Policy, which allows mentoring at NARCOA insured excursions only. It was discussed that mentoring could be partially accomplished using one car sessions on certain museum railroads followed by final mentoring approval at regular NARCOA excursions. The Board asked Bob Knight to change the Mentoring Policy to allow this scenario.

NARCOA LANTERNS

Dave Verzi presented the opportunity for NARCOA to purchase special edition tin plate lanterns with "NARCOA" stamped into the metal and also etched into the globe. They were discussed as possible awards for outstanding members, but it was decided that they be purchased for resale to all members with any profit made going to NARCOA.

MOTION

Bobby Moreman - Motion to purchase 20 of the above described lanterns at approximately \$110 each.

Warren Riccitelli - Seconded the motion

Vote result: 10-1-0

Meeting adjourned 4:37PM



20. COTTER PINS. All nuts and pins on axles and brake rigging shall be secured by cotter pins that are similar to original equipment installed by the manufacturer. The pins shall be applied in such a manner as to not compromise the insulation properties designed into the motorcar.



USE

THIS TYPE ONLY

NOTE: During proofreading of this issue of *The SETOFF*, it was noticed that the photo on this page, and the motion on page 8, are in conflict. To expedite the publication of this issue, Pat Coleman elected to show the correct pin. The incorrect pin, known as Hair Spring Cotter, Hitch Pin and/or Bridge Pin, will be shown, with further explanation, in the March/April issue.

Rulebook Changes

by Joel Williams

Included with this issue of *The SETOFF* are stickers for your rulebook. These stickers will update your 6.0 version to 6.1. A new version number sticker, which goes on the index page, is also included. Unlike older rulebooks, the version number appears in only one place.

One change adds a paragraph to Section 1, #2, BRAKES. This wording relates to brake shoe wear. The other change adds Section 1, Rule #20, COTTER PINS. Some illustrations are included to avoid confusion because these devices have closely related names.

Photos from Jim Thorpe, PA

by Charlene Morvay



Sally Badger, Lehigh Gorge Mascot, Kay Gonder



Young Lady and her Pooch



From The Director's Desk

Area 3 (IN, Lower MI, OH)

by Bruce Carpenter

I'm happy to report that Area 3 had another safe season of operations. Special thanks goes out to all of our excursion coordinators for organizing another great year considering the limited number of railroads. By that I mean the coordinators have performed so well over the years that most, if not all, area opportunities have been exhausted. If you are looking to become a certified coordinator, please contact me.

Work continues to get back on the Ohio Central, and Wheeling and Lake Erie. The Ohio Central has probably been the most surprising. At one time they were huge supporters of NARCOA and looked forward to having excursions each year. The climate has changed unfortunately, not towards just motorcars, but their steam program as well. OC was definitely the leader when it came to privately held, mainline steam activities. All of that, as well as motorcar excursions, has come to an abrupt halt. Liability exposure is the reason that we have been given. I'm fairly positive that we will get back on the W&LE in 2007.

Mike Ford had a meeting with Rail America representatives in Cincinnati this past Novem-

ber. They were receptive to the meeting, but basically told Mike that there would be no excursions in the near future, as liability and interaction with their trains is very concerning to the current management of Ohio and Indiana RA lines. And any line which RA is leasing is prohibited from having any type of public activity (CF&E), steam or motorcar excursions, by lease agreement.

Area 3 will be hosting excursions on the Indiana Northeastern, and the Chicago South Shore and South Bend in 2007. I have a new railroad that I'm working on, but we'll have to see what happens there. Keep checking the NARCOA website for updates.

I'm off to rebuild an ROC Timer and two Pontiac coils! Thanks again for having another safe season, Jackie and I hope all of you have a safe, great holiday. I look forward to seeing all of you on the rails in 2007!

P.S.: Remember, if you'd like to get the COLOR version of *The SETOFF* via your computer, contact our editor, Charlene Morvay. Help her out - contribute something! She is doing an outstanding job!



From The Director's Desk

Area 8 (Canada, Australia, Germany, Norway, the UK)

by Ken Annett

To all the NARCOA members of Area 8, which includes Canada, Australia, Germany, Norway, the UK and all other countries outside of the USA.

May you all share in the warmth and beauty of the Christmas and New Year's season, and I look forward to meeting with you and sharing in our great hobby together.



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

by Tom Falicon
Area 4 Director

What a busy time of year it is right now! As I write this, it is just a few days before Christmas and besides the normal rush that happens each Christmas, we are experiencing a week of fall-type warm weather. I have been working outside from sun-up to sunset, just to take advantage of this odd winter weather. Our local RR is also busy hauling kids on the Polar Express. By Christmas, we will have given over 50,000 rides to the "North Pole" (each train has 300 to 400 children and their parents), I have been spending extra time inspecting the track to make sure that a rail defect will not cause a problem for the Polar Express.

2007 is election time for even-numbered NARCOA areas. That means that I would like to once again ask you for your support in electing me as your Area 4 Rep. As I've said in the past, I feel that I am very fortunate to be able to represent such a great bunch of folks. So, when your ballot arrives, please cast your vote for me and show your support for Area 4.

There is not much motorcar stuff going on at this time of year, so I'm going to sign off now and wish you the safest and happiest year you've ever had!

Thanks for your support.



From The Director's Desk
Area 5 (MS, AL, GA, FL)

by Bobby Moreman

Happy New Year, everybody! Brenda and I hope each of you had a happy Christmas Holiday, and we wish the safest New Year for you all.

2007 looks to be a good year for all of our friends in the South. At this time there are plans to have motorcar excursions on seven different railroads in the spring and the fall. I know that we are a long way from home for many of you, but we sure would like to have those of you that have not made trips to the south before join us on a run. Just think, not only will you be able to ride some very interesting railroads, see some fabulous scenery, enjoy delicious southern cooking, observe some unusual wildlife, but you will be able to eat all the grits you want! Is there anything else?

2006 was a very good safe year for us down here. I want to call your attention to those that make our area a great place to host safe motorcar excursions. Without their help, motivation, attention to safety, and genuine desire to make our operators and passengers

enjoy themselves; we just could not be so successful. In no particular order I would like to sincerely thank, Charlie Pults, Kathy Pults, Jim Hughes, Lola Hughes, Jim Hopkins, Kenneth Huffines, Jean Huffines, Keith Mackey, Renda Mackey, Bill Stringfellow, and Brenda Moreman.

It should go without saying, but I'm proud to say it anyway, without our host railroads, there would be no excursions. In 2006 we enjoyed safe motorcar runs on the Georgia Northeastern Railroad, the Chattooga and Chickamauga Railway, the Heart of Georgia Railroad, the Florida Central, and the Florida Northern. They are also on line to host motorcar excursions in our coming year. In addition, two new railroads have agreed to allow us on their tracks: The Georgia Southwestern Railroad-Lynn Sub and the Georgia Southwestern Railroad-Pine Mountain Sub.

From the deep south, safe trips everybody.



The Safety Comment: Buckle Up NARCOA!

by Bob Knight, Chairman, NARCOA Safety Committee

At this year's 2006 Annual Board Meeting, it was decided that the Safety Committee would ask several members to write safety articles concerning the issue of seat belts in our motorcars. The first article has been written for your information by Area 3 Director, Bruce Carpenter.

Bruce writes: Buckle Up NARCOA! (Not a Rule, Just One Director's Comments)

As we wind down from another season of motorcar excursions, I'm starting to look ahead into the new year with thoughts of our past safety records and how to improve future ones. So, here's a question to the membership: How many times have you used your fire extinguisher, flashlight, first aid kit, and second flag or reviewed your rule book at an excursion? Hopefully your answer is NEVER. You know what they all have in common? They are all mandatory requirements by NARCOA.

There is one safety device that is only suggested however, and that's SEATBELTS. I would gladly trade all the above mentioned items for seatbelts. Over the years, there have been several documented incidents that clearly show that if seatbelts were used, injuries would have been minimized, and most eliminated. Incidents that were reported during 2005/2006 operating season indicated ALL injuries could have been reduced or have been very minor in nature and/or none requiring outside medical treatment had seatbelts been in use.

Put it this way, if you are involved in even a low/medium speed rear end incident or worse yet, a derailment, you are going to be injured without the use of seatbelts.

Statistics: During the 2006 season, I attended nine excursions in four different states. Unofficially, out of the 200+ motorcars that were in attendance, I observed that close to 90% had seatbelts installed. In the past, seatbelt-equipped cars were sort of the exception; today, they are definitely in the majority. Seatbelts won't do you any good if they are not around your hips. Yes, we've had a couple of incidents where seatbelts were installed but not being used, and in each of these cases, an ejection with injuries was the result.

Railroads and Affiliates: I coordinated an excursion this year on the Chicago South Shore and South Bend Railroad. One of the stipulations was that the entire group had seatbelts installed and they were in use during the excursion. This was a stipulation by the South Shore's insurance company. The South Shore is part of a conglomerate of railroads and because we complied and acted in a professional manner, we were welcomed back, and there may be future excursions on the South Shore's sister railroads. The Great Lakes Railcars (GLR) is one of the first NARCOA affiliates to officially adopt a seatbelt rule. I hope this is the beginning of a trend and commend the GLR's BOD for taking a proactive approach.

Past Issues and Stumbling Blocks: Installation has been another bone of contention in the past. One argument that I've heard has been that "seatbelts were not OEM equipment, why would NARCOA require them now? If a motorcar company like Fairmont offered motorcars today, you can be assured that they would all come with seatbelts. My approach would be to spell out what not to attach seatbelts to, instead of what to attach them to; sort of "reverse engineering". This should speed the process of implementation without being bogged down by what defines frame rails and other structural issues. NARCOA does not need to spell out in detail, how to or where to attach seatbelts. In any event, it is my opinion that any type of seatbelt installation is better than none at all. I was at an event this past summer and saw a very neat setup on an open car that had no seats. It was very authentic looking and appeared to work well. All cars are capable of being equipped with seatbelts, with or without seats, and maintain that authentic feel and look.

continued on next page . . .

Conclusion: During the Annual Meeting this year, I presented a proposed seatbelt rule addition, and it remains an open item of discussion. Perhaps, if interest is strong, we could publish the proposal in a future *SETOFF* for review and discussion. If you still don't buy into what I've laid out, just ask someone who has been involved in an ejection, or has been injured by striking the front area of their motorcar.

When you see your Area Director, NARCOA Safety Committee members or Chairman, Bob Knight, tell them what you think about seatbelts, positive or negative. Anyone that does not agree that seatbelts would be in the

best interest of NARCOA's membership might want to re-think their position about "Safety First" and what that really means. It is unfortunate that such proposals only become rules due to someone's misfortune or serious injury as an "after-the-fact" reactionary decision; the "horse is out of the barn" by then. The time to "step up to the plate" is now and cast your support. By utilizing our own statistics and proactive logic, the motorcar hobby will continue to strengthen.

Thanks, and keep it safe on the rails.

- Bruce Carpenter, Area 3 Rep



Rowlett, Texas Parade

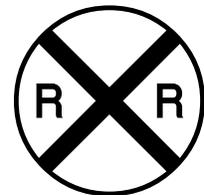
by Ron Peterson

With the motorcar season winding down, and our grandchildren wanting a ride in our MT14, we found a way to have some fun for all with the motorcar and promote the hobby.

Many small communities have fall parades to promote community spirit and to provide family entertainment. The Noon Exchange Club of Rowlett (located east of Dallas) is no exception. This year's parade, the 20th annual, took place on November 18, 2006, and included floats, fire trucks, police cars, marchers, restored hot rods, etc., and probably the first rail motorcar participant!

Wife Jo Ann constructed two posters for the sides of the trailer identifying NARCOA. An abbreviated version of the handout used by Chuck Lee was given to those showing interest in our hobby. Grandchildren, Brooke and Blake, rode in the seats and distributed candy to the spectators. Son Scott, and wife Paige, rode the tunnel to assure the supply of candy would last the whole parade and to keep the trajectory and velocity of the thrown candy low as the spectators get quite close to the parade at some places.

While the event did not allow us to get our motor car off the trailer and on the rails, we had fun, especially the grandchildren, and our hobby received some publicity.



U.S. Railway (Great Miami and Scioto)

by Mark Hudson

photos by Debbie Hudson

Two years ago, I took my MT19 to Jackson, Ohio, to operate it for the first time ever. That trip turned out to be a disaster for the car, but a learning experience for me as a new operator. During the trip the rear sprocket fell apart and half of it fell on the roadbed. Now with several other trips under my belt and the car all but completely rebuilt, I was returning to operate over this railroad. Only this time, I had my good luck charm with me; my wife, Debbie.



Set-on at Jackson, Ohio

Debbie and I traveled to Jackson on the night of August 18th after work. The drive is pleasant enough traveling through the rural Ohio countryside. It took us only two and a half hours from our home in Kentucky. Pulling into the parking lot at the motel it appeared there was a small motor car convention going on. Several operators and passengers were out showing off their cars and discussing runs, past, future and present. We were delighted to see our good friends Jim and Gloria Dragstrom from Indiana. We have been on several runs with them and it is always good to renew old friendships.

Saturday morning came way too early. School had started for us and neither Debbie nor I were in "school shape" as of yet. Those kids sure are active. They wear us old people out trying to keep up with them. After a quick

breakfast at the motel we headed the short distance to the set on. I was really happy to be using the new "turntable" that I had installed the previous week. Debbie was happy, too. No more straining to place, turn, or remove the motor car on and off the rails.



Tunnel with Cut Stone Portal

The inspection went well as did the safety meeting. With that, a backup move was initiated so all cars would be placed correctly on the main line. From what I understand about the Great Miami and Scioto, it is made up of trackage from three fallen flags. Tracks from the B&O, C&O, and DT&I all make up this line. The line is in the form of a large "Y." The main line we began our trip on is one leg of the "Y" that runs from Fire Brick, through Oak Hill, Jackson, Wellston, and intersects with the other legs of the "Y" at Dundas. There is an actual wye at Dundas which connects all three legs. At Dundas we took the west leg until we reached our turnaround point neat the CSX interchange at Vauces. After a short break we then traveled back to Dundas and through the other leg of the wye. From Dundas we traveled toward Red Diamond for a few miles, made our turn and traveled back to the wye.

At Dundas, U.S. Rail has their shop and a small yard. We did get to peek in the shop where two GP35's were resting. From Dundas we traveled back to Jackson and continued down that leg to Oak Hill.

continued on next page . . .

The turntable came in handy on this run. We made a total of four turns on this trip, one on each leg of the wye for a total of three. But, we had to make a turn in Dundas for our return to Jackson. There were tank cars and gondolas parked on the leg of the wye which would have allowed us to make an easy return to Jackson. Instead we turned on a nearby crossing and then made a reverse move for about a half mile so we could then move forward toward our destination. On our return toward Jackson, a lunch stop was made in Wellston.



Caboose parked beside depot at Wellston, Ohio

This is a very nice trip with varied scenery. Rolling hills, farmland, two tunnels, and wooded hills all made up the day. The rail was in good shape. We even had some extended running on some very nice welded rail on the former B&O portion of the line. It is easy to see that U.S. Rail is hauling coal and other heavy commodities on this line. Well maintained, heavy rail is in place. This made for a pretty smooth ride for our cars.

It was a long day, but very enjoyable. It was especially enjoyable to use our new turntable. Several experienced operators had told me it would be the best investment I would make for the motor car. So far, they are correct.

Thanks to U.S. Rail for allowing a NARCOA excursion on one of their railroads. A special thanks to Jaime Samuell for organizing the event and to Ohio Valley Railcars for sponsoring the event.



Lunch stop line up at Wellston, Ohio

North American Railcar Operators Association (NARCOA)

OFFICERS

President Pat Coleman
Vice-President Ken Annett

Secretary Joel Williams
Treasurer Tom Norman

Area 1 Director

(ME, NH, VT, NY, MA, CT, RI)
Warren Riccitelli
39 Jacksonia Drive
North Providence, RI 02911
Tel: (401) 231-5640
wriccitelli@ids.net

Area 2 Director

(NJ, PA, DE, MD)
Joel Williams
67 Julia Drive
Lock Haven, PA 17745
Tel: (570) 786-1335
joel.williams@earthlink.net

Area 3 Director

(IN, Lower MI, OH)
Bruce Carpenter
10241 County Road 35A
Wapakoneta, OH 45895
Tel: (419) 738-5384
bnsf89@bright.net

Area 4 Director

(WV, VA, KY, NC, SC, TN)
Tom Falicon
1227 Sawmill Creek Road
Bryson City, NC 28713
Tel: (828) 488-8063
raildawg@gte.net

Area 5 Director

(MS, AL, GA, FL)
Bobby Moreman
3520 Cold Springs Lane
Chamblee, GA 30341
Tel: (770) 457-6212
moreman@mindspring.com

Area 6 Director

(MN, WI, IL, Upper MI)
Hank Brown
622 Oak Street
Cottage Grove, WI 53527
Tel: (608) 839-4939
wildernesstours@charter.net

Area 7 Director

(ND, SD, NE, IA)
Carl Schneider
1302 – 6th Avenue S.E.
Altoona, IA 50009
Tel: (515) 967-5181
motorcarl@mchsi.com

Area 8 Director

(Canada, Mexico, Australia)
Ken Annett
3483 Church Street
Windsor, ONT, Canada N9E-1V6
Tel: (519) 969-8695
kannett@mnsi.net

Area 9 Director

(AR, CO, KS, LA, MO, OK, TX)
Mark Springer
143 North Arcadia
Wichita, KS 67212
Tel: (316) 721-4804
lospinos@cox.net

Area 10 Director

(WA, OR, ID, MT, AK, WY)
Jim Spicer
91375 Coburg Road
Eugene, OR 97408
Tel: (541) 344-3079
jimarea10@aol.com

Area 11 Director

(CA, NV, UT, AZ, NM, HI)
Pat Coleman
1989 Robin Ridge Court
Walnut Creek, CA 94597
Tel: (925) 979-1030
patcoleman@astound.net

Director-at-Large (non-voting)

Bernie Leaden
1600 Division St., #620
Nashville, TN 37203
Tel: (615) 646-4777
leadon@reallsmall.com

Director-at-Large (non-voting)

Dave Verzi
3922 Rocky River Drive
Cleveland, OH 44111
Tel: (216) 941-5273
WM340@aol.com

The SETOFF Editor

Charlene Morvay
17825 Route 8
Union City, PA 16438
Tel: (814) 438-7104
setoff@juno.com

Nominations, Elections

Carl Anderson
1330 Rosedale Ln.
Hoffman Estates, IL 60195
ca636@aol.com

Safety

Bob Knight
1212 Vale Street
Sandwich, IL 60548
Tel: (815) 786-3096

Judiciary

Ed Best
146 Via Copla
Alamo, CA 94507
Tel: (925) 837-7690

NARCOA Insurance Administrator

Tom Norman
1047 Terrace View Drive
Alberton, MT 59820
Tel: (406) 722-3012
alb4961@blackfoot.net

Operations

Hank Brown
622 Oak Street
Cottage Grove, WI 53527
Tel: (608) 839-4939
wildernesstours@charter.net

Rule Book Certification Test

Al McCracken
2916 Taper Avenue
Santa Clara, CA 95051
ALNETHIE@aol.com

NARCOA Webmaster

Keith Mackey
9000 SE 70th Terrace
Ocala, FL 34472
(352) 347-0770
webmaster@narcoa.org

NARCOA Forum & Communications

Rich Stivers
1548 Fuchsia Dr.
San Jose, CA 95125-4833
rich@stivers-bros.com

Rules

Jim McKeel
9742 Yosemite Ct.
Wichita, KS 67215
Tel: (316) 721-4378
jdmckeel@prodigy.net

Committee Chairs

Affiliates Dave Verzi
Custom-Built Motorcars Tom Falicon
Insurance Tom Norman
Judiciary Ed Best
Rules Jim McKeel
Rail Preservation Warren Riccitelli
Data and Computer
Compatibility Pat Coleman
FRA Ron Zammit
Legal Forms Mark Springer

NARCOA Licensed Radio Call Sign
WPHT745 – 151.625 MHz

RADIO \ EQUIPPED