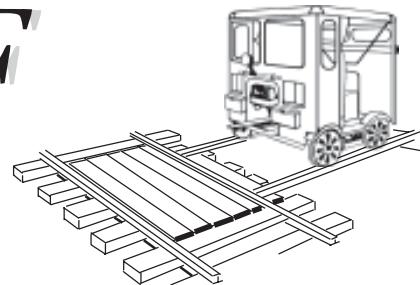


# The *SETOFF*



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

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November/December 2007, Volume 21 - No. 6

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*Santa and his motor car elves in Tipton, Indiana*  
Photo by Debbie Hudson

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Please submit materials  
for the Nov/Dec issue of  
The *SETOFF*  
by December 15  
as follows:

Letters to the Editor  
All other materials  
Photos

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

## **President's Message**

by Warren Riccitelli



At the NARCOA Board of Directors Annual Meeting, I was elected to the office of President. This unanimous vote by the Board of Directors was overwhelming to me. For eight years, I have represented Area 1 as its Director, and in so doing, I have felt like its junior senator. It is like the old proverb of always talking about old people, and now I am one. I was mentored by the likes of Ron Zammit and Hank Brown, and I have served NARCOA through the administrations of Pat Coleman, Tom Falcon, Stan Conyer, and Ron Zammit.

As with all persons, these presidents have all had their styles and ideas. And each one of these had their own desires, knowledge and experiences for what to do or not do for the Association. I am only human and I follow that same mold. Next year, someone may eulogize me in the same fashion for what I have done, or not done, or failed to do.

In the coming months, I will draw upon my strengths of being an Excursion Coordinator in the Northeast where I have worked very hard to open more trackage and railroads, and make these

excursions as safe, lively and interesting as possible. I have had the pleasure of meeting and learning from the most fascinating and diverse group of people that anyone could ever assemble.

As President, I declared at the Annual Meeting that I would be an agent for change and invite all present to be part of this new direction in the coming years. Don't worry, I am not responsible for creating new rules (though I would like to see all motor cars painted hot pink with mellow yellow trim). I will try to give wings to those whose purpose is for genuinely safer systems that will improve our motorcar experiences and make our organization run more smoothly. I will be creating committees for special issues that will be made up of the general membership.

We have already expanded the Judicial and Operations Committees. Some new committees have been organized for Communications, Radio Licensing, Rail Preservation, and Excursion Coordinators. If you have a problem with NARCOA, you may be added to a committee to help address that issue and help implement change.

The number of Excursion Coordinators has been reduced and new guidelines and biennial testing are being put into place. In the future, all Excursion Coordinators will be required to be tested every other year, and new Excursions Coordinators will need to be mentored.

We will be making changes to *The SETOFF*. Adding an assistant to the editor is in the works to help with more information, graphics, and proofing. An honest thrust will be made for faster delivery (including email delivery), and to keep our distribution costs down. New sections will be added to include "Spotlight on an Affiliate", "Excursion Coordinator Education", "BOD News" and "Local Tidbits". More information on these new sections will follow.

My job will be what I know best for the Association, and I encourage you as members to be an active participant of our organization. My title says President, but I just want it to be Chief Coordinator. I want you as a member to be an active participant of the organization. If I may paraphrase an old saying from a famous U.S. President, "Ask not what NARCOA can do for you, ask what you can do for NARCOA". Please join me with your input and knowledge to help make NARCOA even better.

## **Special Production Run of NARCOA Kerosene Lanterns**

**(only available to NARCOA members)**

The Adams & Westlake Co. (Adlake) is producing another limited run of authentic railroad hand lanterns for NARCOA. These will be their Model 300 with a clear glass etched globe prominently featuring the NARCOA logo and the NARCOA name stamped in the lid.

There will be a production run of 25 with 10 of these being brass lanterns. It is not anticipated that these lanterns will be a stock item as is the NARCOA battery hand lantern.

Cost is \$110 each **plus** \$12 shipping and handling for a **tin-plated** kerosene lantern

Cost is \$133 each **plus** \$12 shipping and handling for a **brass** kerosene lantern.

All proceeds will benefit NARCOA. These make great Christmas gifts for NARCOA members or our railroad hosts. Prepaid orders are to be sent via a check or money order payable to NARCOA, c/o Dave Verzi 3922 Rocky River Dr, Cleveland, Ohio 44111

e-mail: WM340@aol.com

or

calls will be returned from messages left at

(216) 941-5273



### **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 6**

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## Letters To The Editor



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

[setoff@juno.com](mailto: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.

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**REMINDER:** To submit photos and articles electronically, please reduce the size to no larger than 600 KB. (I still have dial-up Internet service.) 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



## IN MEMORIUM Les King



Lester Ivan King, age 67 of Tuscarawas Twp., passed away Wednesday, October 17, 2007 at his residence following a short illness. He was born September 29, 1940 in Massillon to the late Walter & Zelma (Yost) King. Les was a 1959 graduate of Washington High School. He served in the Army and received an honorable discharge. He worked as a trade school instructor teaching automotive body work in Sarasota, Florida and operated his own trucking company in Galveston, TX before returning to Tuscarawas Twp. where he lived most of his life. After returning to Ohio, he became well known in the area as a builder of quality homes. His unique style of construction has become a standard.

He was a pilot and owned an airplane which was based on a landing strip at his home. The custom home he built for he and Cindy had a garage which doubled as a hangar during the period he was actively flying.

Les was always a fan of railroads and eventually discovered the hobby of using retired railroad inspection cars as a sanctioned way to travel on rail lines throughout North America. He became a member of NARCOA, an association of railcar enthusiasts. He soon discovered that parts for these rail cars were in short supply, so he founded Les King Motor Cars. His company manufactured and repaired rail cars, and the service cars used on our railroads. His products are in use in Canada, the U.S., Mexico and Australia. He was able to enlist the skills and talents of many small manufacturers in this area to produce a complete line of replacement parts that have made these cars viable for continued use by both hobbyists and railroad companies.

He was preceded in death by his parents; Zelma (2005) and Walter (March 1977) King.

He is survived by his wife of 15 years, Cynthia (Sasavicz) King of the residence, two step-sons, Ed (Laurie Caputo) Forrer and Michael (Trish Harp) Forrer, grandchildren, Chase, Blake, Angel, Parker, Jerry, and Ashley. In addition, there are three brothers; Leonard (Karen) King, Carl (Iva) King, and Calvin (Suzanne) King, all of Massillon.



**From The Director's Desk**  
**Area 1 (ME, NJ, VT, NY, MA, CT, RI)**  
by Warren Riccitelli

What a year for motorcars in the Northeast. We had more new members mentored, more people participate in NARCOA's insurance program, more signups for NARCOA, more new trackage to run, and more people participated on excursions than ever. And most important, it looks like NERCA is keeping up its great safety record.

I do want to say that I have seen more people signup for more runs, and maybe their operating skills are improving from running and being on the rails more often. We have also seen greater car care, and overall improvements to the physical conditions of cars operating on these excursions.

We had runs in every state in the region, and attracted NARCOA members from throughout the United States and Canada. We have been scheduling more overnight trips and destination trips than ever, and have seen more spouses in attendance.

Our plans for fall are in place. The NECR is sold out, and the Snowflake Run has only a few openings left.

I am already booking runs for next year. 2008 looks even better than this year, with the possibility of two multi-day runs in Canada, where a railroad I have been courting for eight years may finally come through.

This time of year also brings the joyous days of the holiday seasons. Spearheaded by a few other "Toys for Tots" motorcar trips throughout the nation, NERCA will be

doing its first "Toys for Tots" run on December 1 on the Pioneer Valley Railroad in Westfield, MA.

When we first contacted the railroad about doing this, they were honored that we selected them. We picked them because their operations are within two cities, and because of the special relationships they have with these communities. They have pulled out all the stops, and expressed their wishes to make this something great. Please join with us to make this a great day.

Current plans call for one of their engines to be decorated in holiday spirit and to use their coach for transportation of about one hundred children from a local orphanage. We will also be giving them motorcar rides.

Hopefully, this will be an exciting day for the children at Holyoke Carousel with food and a lot of holiday spirit. For many this will be their first contact with railroads and trains. This will be a NARCOA event and the fee will be toys. Open you hearts and bring \$35 to \$45 in new toys for the "Toys for Tots" program. See you there.

Happy Holidays!



## **From The Director's Desk**

### **Area 3 (IN, Lower MI , OH)**

by Bruce Carpenter

Just got back from another productive NARCOA Board of Directors' Annual Meeting in Chicago. Several issues were discussed, but no major changes were made to the organization. Probably the biggest news is dues are going to go up slightly. The dues haven't been touched in nearly a decade, but costs for the organization and *SETOFF* publication have risen with the economy.

Insurance is already in the bag for 2008. After nearly 15 years of debate, fuel tank color issues have been resolved! You can basically paint your fuel tank whatever color you like. We had several members attend this year (more and more each year). I had dinner one evening with a member and he was impressed how the board tries to view each issue from all perspectives. He got to see first hand how issues that seem simple on the surface rarely are.

**Tale of Two Warrens:** We have a new President and an Area Rep for Canada, both named Warren. Warren Riccitelli, Jr. is our new NARCOA President. He has already laid some groundwork for new methods to promote the hobby and keep things moving forward. Warren Froese of Canada has taken over for Ken Annett. Although Ken will be missed, Warren has shown himself to be a strong, straight forward replacement. Welcome aboard! Bobby Moreman stepped up to fill the vacancy in the Vice President seat left by Ken, and Al Elliott is the new JC Chairman. I wish each one much success in the future roles on the BOD and wish to thank Pat Coleman and Ken Annett for all their hard work put forward in the past.

Area 3 has had a safe, but weird season so far - wild, unpredictable weather. During one such rain storm, a weakened tree actually fell between motorcars during an excursion. Fortunately, the tree didn't come close to hitting any cars. On the Indiana Northeastern, we encountered several downed trees after an evening of severe storms in northeast Indiana. All required the use of a chain saw.



Attendance is of some concern, as two excursions have been cancelled due to low registration numbers. That's got to be a first in Area 3.

Concerning the Chicago South Shore excursion, if everyone that had expressed interest would have signed up, I would have had to turn people away. This is not a complaint, just an observation. We'll try again next year.

One last note, and not because I own one, but Hy-Rail trucks should be a welcome addition to any excursion. So far this year, each excursion I've attended had at least one in the line up, and was put to work in each case, ferrying people, hauling equipment, and towing disabled cars. They are very useful at hauling luggage, tools, chain saws, and gas too. Considering motorcar capacities and power constraints, Hy-Railers offer a useful service and remove stress from the EC and motorcar operators in the event of towing situations. Each Hy-Rail owner needs to have their truck checked by a qualified service, and be prepared for a derailment by having blocks/ramps to speed the re-railing process. Also, practice turning your truck, at both short and long crossings, before you get to an excursion. ECs, this is just something to consider.

That's all for now. Have a safe fourth quarter of 2007. Enjoy and appreciate the excursions that are available.





As we ease our way into the winter months, it's time to reflect on another safe running year for Area 4.

We still have two more months left in 2007, but if we run

as conscientiously as we did all through 2007, November and December will turn out fine!

News from our big annual NARCOA Board Meeting is that we have a new president, Warren Riccitelli from Area 1. Bobby Moreman from Area 5 has been elected V.P. Another new addition to our Board is Warren Froese representing Area 8. Warren Froese replaced Ken Annett, our former Canadian Area Rep. I'd like to thank Ken for doing a great job over the past years, and also welcome Warren to his new director's post. All three positions have been filled by fine men that will do an excellent job of keeping our organization moving ahead safely. I'm sure there will be plenty of meeting reviews in this publication, so I'm not going to ramble on about the meeting in this column.

When I returned home from the meeting, I e-mailed all Area 4 members (whose e-mail addresses I have) a current review of the meeting. I wanted to bring you all this timely response rather than make you guys wait until the next *SETOFF* arrived. If you did not receive my email meeting review, that means I do not have your email address. In the future, if you would like to be transmitted any current or important Area 4 NARCOA news, please e-mail me your address and I will add you to our list. If any of you had already sent me your address and I did not include you last month, I'm sorry. I must have misplaced your address. Please resend me your e-mail address. My address is: [raildawg@gte.net](mailto:raildawg@gte.net)

Area 4 membership shrunk by seven members this year. We now have a total of 163 members which is still more members than when I took office a few years ago. The California Area has the highest number of members at 286 followed by the New Jersey/PA area with 205

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

members, then Indiana/Ohio with 183, followed by our Area. This year NARCOA have a total number of 1722 active members and 62 complimentary (hosting RR's, etc) members.

On a sad note, we have lost a big member from the Area 4 railroading community, Greg Dodd. Greg was an important part of the NS steam program, and played a key role in the restoration and upkeep of many Southern, N&W and NS steam locomotives. He later worked for the Great Smoky Mountains RR where, under his leadership, GSMR steam engine #1702 put smiles on the faces of countless kids and adults, as it pulled its way through the North Carolina mountains. As of late, Greg ran a machine shop in Dillsboro, NC. Funeral services were attended by many railroaders including steam legend Bill Purdy. Greg ran a shop right across the street from our RR yard, so he and I would often cross paths at the "Biscuit Barn" before we started our respective railroad days. Lately, he had been through a rough patch of health issues, but I must say he looked pretty healthy a week before he left us. It was a shock to all his friends and co-workers. He will be sadly missed. Greg was 46.

Also on the health front, Tennessee's Ed Kimball has sworn to me that he's tired of having almost every surgery or illness you can name, and he's now going to just get healthy and run his motorcar, and he doesn't care what anyone says! You go for it Ed!

Once again, it's time for Mugzi and me to wish you all a great holiday season. Don't forget to invite some old friends and bring some new ones to your Thanksgiving table, and please make sure you have the greatest Christmas season ever. Don't worry about not giving the proper gift. You are already in possession of the ultimate gifts to give - love and friendship!



## **From The Director's Desk**

### **Area 6 (MN, WI, IL, Upper MI)**

by Hank Brown

I just returned from the annual meeting of the NARCOA Board of Directors Meeting in Chicago. It was a resounding success. Dave Stroemer from Peoria, IL, Bob Knight from Sandwich, IL., Carl Anderson from Hoffman Estates, IL, and I, represented Area 6. Adam Glasier from Colorado was in attendance. I was encouraged that Dave and Adam came to the meetings to see how the board operates. I encouraged everyone to take the time and money to attend these meetings. They give you a new perspective on how this wonderful organization works.

Warren Riccitelli, from Area 1, is the new President, and Bobby Moreman, from Area 5, is the new Vice President. Both men have extensive experience as Excursion Coordinators and will do a fine job guiding us along the safe path that we have had this year.

We have a new board member from Canada. He is Warren Froese, from Winnipeg, who has taken Ken Annett's place on the board. Warren brings new ideas and fresh thinking to the board. We will miss Ken, as he added many thought provoking ideas.

Some changes are in the wind for Excursion Coordinators this year. We will begin testing them as we have done for all new operators. The gas tanks do not have to be painted red any longer. There will be new rules that will help clarify the rule book and make it more understandable.

*The SETOFF* will be offered in PDF format, or hard copy. We are encouraging members to save NARCOA some money by using the electronic (PDF) version. We lost money this year, and need to look for ways to reduce our costs.

There will be a dues increase because of the increase in distribution of *The SETOFF*. I believe the President's Message will address this issue.

The Judicial Committee will include the chairs of the Safety (Bob Knight), Rules (Jim McKeel), and Operation (me) Committees, plus four



other members recommended by the Judicial Committee Chair and approved by the President

Al Elliot will be the new Chair of the Committee. The Policy Manual and Operations Handbook will be updated to reflect the changes in committees.

The website is very active, thanks to Keith Mackey. In the month of August this year there were over 50,000 hits. Most of them were for info on excursions and items for sale, but there were 50 categories that provided info for our members and the outside world.

It looks like our insurance premium will remain the same. Tom Norman will provide that info in the January *SETOFF*.

There will be two new members to the Operations Committee: Steve Rinker from West Virginia, and Carl Anderson from Illinois. I have known Carl since 1988 when we first met in Michigan. He is a strong advocate of safe operations. I look forward to working with both these members.

Area 6 lost 19 members this past year, but still has 148. That's a pretty good number, considering we have few excursions in Wisconsin and Illinois. Minnesota continues to provide excursions for us.

We do have an excellent opportunity to ride with Dave Hawley on the East Troy Railroad in Wisconsin. Members can be mentored easily on this seven mile railroad. If you are a new member in this area, feel free to call me to make arrangements to be mentored.

If you wish to discuss the annual meeting, or anything else about NARCOA, feel free to call me at 608-839-4939 or email me at [trainguyz@charter.net](mailto:trainguyz@charter.net).





I have recently returned from the Annual Meeting in Chicago with the other Area Directors and Chairpersons. This was a very good meeting with many positive points. We have extended the expiration date of your Rulebook Certification to coincide with insurance renewal on January 31, 2009 previously your card was to expire January 31, 2008.

We have a proposal from our insurance carrier for renewal, and expect insurance costs to remain the same as 2007.

The system of having runs listed in *The SETOFF* or on the web prior to an insurance certificate being issued, has greatly improved getting the word out on all runs.

On your next renewal notice you will be asked to choose between receipt of printed copy of *The SETOFF* or electronic copy sent by e-mail in Adobe PDF format. By accepting the electronic version you will receive

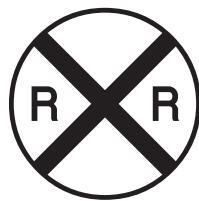
***From The Director's Desk***  
**Area 11 (CA, NV, UT, AZ, NM, HI)**  
by Pat Coleman

*The SETOFF* sooner, and can either print or store it on your computer hard drive for future reference.

A dues increase to \$30 a year was voted in for 2008. This increase is necessary to cover all the additional costs our association has been absorbing the last two years.

Our Area 11 clubs of M.O.W. PRO and SWRC are beginning to review run strategies for 2008 - stay tuned.

Run safely.





**The Safety Comment:  
2007 Safety Committee Report Highlights**  
by Bob Knight, Chairman, NARCOA Safety Committee

Now that the 2007 Annual Meeting is history, several thoughts might be of interest to the membership.

The Safety Committee report included the summary of the 2007 Mentoring Program numbers, and they are quite impressive and speak very well for the membership. There were 85 mentored new or returning members reported at the meeting, and now the numbers have grown to 91. If the present trend keeps going, we could reach 100 or more by year end. California leads with 10 mentored, followed by Texas with nine. You have now mentored over 300 members since the inception of the program! Great Job!

The board also approved the following Committee Members: Ken Huffines (South-east), Robert (Rob) Piligian (East), Brent Gordan (West), John Armstrong (Canada), Fred Lonnes (Midwest and RR rep), and has added Jim Morefield as a new member.

If you have safety thoughts or issues concerning the membership, please talk with the committee members. The committee is set up to present viewpoints from all areas of the country. The committee works close with the JC Committee, where we review incidents and make recommendations for a

safer hobby for all to enjoy. 2007 incidents comments will be reported in coming issues.

During the board meeting, many discussions were centered around the "Book of Rules", the "Operation's Handbook" and the "Judicial Committee Policy" documents. These documents are packed full of statements concerning the safe operation of your motorcar. Your Safety Committee would encourage you to read and review them during our winter season down time.

Among the forms found in the Operations Handbook are the "Motorcar Inspection Form" and the Hy-Rail Inspection Form," if you have a hy-rail. The inspection forms make a great check list for checking over your motorcar or hy-rail. These forms are also found on the NARCOA website under "Info for Members" and then under the NARCOA Documents and Forms drop-down.

A safe and great holiday season . . . to one and all.





Participation in NARCOA's Railroad Liability Insurance Program is required in order for a member to operate at a NARCOA insured excursion. For 2008, the liability policy year is 2/1/08 to 2/1/09. Insurance applications for 2008 liability coverage will be inserted in this issue of *The SETOFF*.

I'm happy to report the premium will remain the same as last year, \$150. Application forms can be downloaded from NARCOA's website at [www.narcoa.org](http://www.narcoa.org), or may be obtained from the NARCOA Area Insurance Reps (addresses and phone numbers follow).

**Remember 2007 liability coverage will expire 1/31/08.** I'm requesting that you begin sending in the 2008 applications no earlier than December 15, 2007.

NARCOA Certificate of Examination Cards currently show an expiration date of 4/30/08. At the NARCOA meeting, the board voted to extend the expiration date to 1/31/09, which coincides with the 2008 insurance policy year. Please change the expiration date on your NARCOA Certificate of Examination Card to 1/31/09. Watch *The SETOFF* next fall for information on taking the new rulebook test, and obtaining a new Certificate of Examination card that will be valid beyond 1/31/09.

Many NARCOA members participate in our second insurance program, and buy insurance to provide physical damage coverage for their motorcars. The policy year is 3/31/08 through 3/31/09. This program is entirely optional, and it is up to the member to determine if it is appropriate for them. Since the current policy is good through 3/31/08, applications are not yet available. If interested, look for a future article in a later issue of *The SETOFF*.

## **Insurance Renewal for 2008**

by Tom Norman, NARCOA Insurance Administrator

Here are some statistics that members might be interested in. For the 2007 insurance program we currently have 982 insured members, a 5% increase over 2006 that had 932 insured. All time high participation was 983 insured members in 2004.

### **Current NARCOA Area Insurance Representatives:**

**Hank Brown**, 622 Oak Street, Cottage Grove, WI 53527 Phone: (608) 839-4939  
Illinois, Indiana, Iowa, Kentucky, Manitoba, Michigan, Minnesota, Ohio, Ontario, and Wisconsin

**Jim McKeel**, 9742 Yosemite Court, Wichita, KS 67215 Phone: (316) 721-4378  
Arkansas, Kansas, Louisiana, Missouri, Nebraska, Oklahoma, and Texas.

**Tom Norman**, 1047 Terrace View Drive, Alberton, MT 59820 Phone: (406) 722-3012  
Alaska, Alberta, British Columbia, Idaho, Montana, North Dakota, Oregon, Saskatchewan, South Dakota, Washington, and Wyoming.

**Doug Stivers**, 1544 Fuchsia Drive, San Jose, CA 95125 Phone: (408) 269-5547  
Arizona, California, Colorado, Hawaii, Nevada, New Mexico, and Utah.

**Tom Falcon**, 1227 Sawmill Creek Rd, Bryson City, NC 28713 Phone: (828) 488-8063  
Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee.

**Dick Wilhelm**, PO Box 209, Bearsville, NY 12409 Phone: (845) 679-2870  
Connecticut, Delaware, Maine, Maryland, Massachusetts, Newfoundland, New Brunswick, New Hampshire, New Jersey, New York, Nova Scotia, Pennsylvania, Prince Edward Island, Rhode Island, Vermont, Virginia, and West Virginia



## **From the Operations Committee**

by Hank Brown

The Operations Committee has been expanded to include Carl Anderson and Steve Rinker. We will begin testing all Excursion Coordinators starting January 1, 2008. No one will be "grandfathered". We currently have 124 Excursion Coordinators on our list. This has been a cumbersome number of people to contact with information.

The Excursion Coordinator mentoring process has been a mild success with 5 new ECs this year, but there are many on the list that do not want to be ECs. So it is our hope that we can get to the core group, and eliminate many of the 124 that really are not sponsoring excursions. In 2006 we had 89 excursion Coordinators that actually sponsored excursions. That is the number we going to try to work with. I encourage members who are presently Excursion Coordinators to continue working with the railroads. We do not want to eliminate anyone that is working with railroads. After all, these members are working to help us ride on the rails.

Effective January 1, 2008, Excursion Coordinators on the active EC list, which appears on the NARCOA website, will be the only ones that will receive the Certificate of Insurance. We have had a wonderful time since 1985, with giving the ECs the latitude to sponsor any excursion they want. It has come to the attention of the Board in recent years, that many of the ECs are not conducting their excursions in accordance with NARCOA Policies, Rules & Judicial Policies.

It is our hope that testing and monitoring of ECs will provide the new level of professionalism that most ECs have provided.

I look forward to hearing from members concerning these changes.



## **NARCOA Notes**

by Rich Stivers

### **NARCOA's Email List**

All NARCOA members are invited and encouraged to participate in the NARCOA Forum Yahoo e-mail list. A while back, the Forum was opened up to additional topics:

- \*Motorcar Restoration
- \*Motorcar Mechanics
- \*Excursion Announcements
- \*For Sale Ads
- \*Want Ads
- \*General Railroad Questions

The original topics are still welcome:

- The SETOFF and Website*
- Releases and Agreements*
- Event Coordinator Issues*
- Insurance*
- Rule Book and Code of Conduct*
- General member conduct*
- Accidents and Safety*
- Affiliate Rules*
- Judicial Committee, Points, etc.*
- NARCOA's Public Image*

The NARCOA Forum provides a friendly and professional environment for announcements and discussion of issues. If you would like to join, go to this URL:

[http://groups.yahoo.com/subscribe/  
NARCOAforum](http://groups.yahoo.com/subscribe/NARCOAforum)

Respectfully,  
Rich Stivers  
[NARCOAforum] List Manager  
[rich@stivers-bros.com](mailto:rich@stivers-bros.com)



## **Proposed Rule Changes**

by Jim McKeel

The following items pertaining to the NARCOA book of rules were discussed by the Board of Directors at their annual meeting in Chicago on September 28-29, 2007. These tentatively approved changes and additions to the NARCOA Book of Rules are being placed in this issue of *The SETOFF*. This will allow for a one month period of time, from the mailing of this issue of *The SETOFF*, for members to review these proposed changes and additions. If you have suggestions or comments on any of the following, this is your opportunity to contact your Area Director with your thoughts.

After the time period allowed for suggestions and comments, the Board of Directors will vote, once again on whether or not to give final approval to each one of the following, that received tentative approval at the board meeting. If they do receive final approval, the rule change/addition will become effective when published a second time in *The SETOFF*.

Please note that items 9 and 10 did not receive tentative approval by the board and will not proceed further at this time, but are published here for your knowledge and suggestions or comments to your Area Director.

### **ITEM 1**

#### **Section I, MOTORCAR MECHANICAL STANDARDS**

##### **19. TURNTABLES.**

*Proposal:* Add the word "functioning" to the requirement of having an audible warning device to ensure that turntable warning devices are not only in place, but are also in proper working order when the equipment is being used on an excursion.

*Action:* Tentative approval

*Proposed wording:*

Hydraulic turntables, including OEM Fairmont turntables, must be equipped with a positive locking mechanism that will prevent the table from dropping inadvertently. All turntable installations, including electrically operated turntables with positive gear engage-

ment, must be equipped with a functioning audible warning device that notifies the operator if the turntable is not fully retracted. The turntable, when fully retracted, must be a minimum of two and one-half inches (2.5") above the railhead when the motorcar is sitting on the track.

### **ITEM 2**

#### **Section II, MOTORCAR OPERATING RULES**

##### **22. TOWING OF MOTORCARS, TRAILERS, OR OTHER EQUIPMENT**

*Proposal:* Rule drafted to address towing and pushing of other equipment.

*Action:* Tentative approval

*Proposed wording:*

Whenever practicable, other motorcars, trailers, or other on-track equipment that needs to be towed must be pulled and not pushed. This would apply to movements either forward or backward. If it is necessary to push another motorcar, trailer, or other on-track equipment; it shall be done at a speed no faster than 10 mph and for the shortest distance possible to a point where the towing vehicle can be placed in front of the other equipment. Equipment being pulled or pushed must be coupled to the assisting motorcar with an approved tow bar, tow hitches, and pins. The operator of a motorcar being towed should be prepared to assist with braking as necessary.

### **ITEM 3**

#### **Section IV, RULES FOR EXCURSION COORDINATORS**

##### **4. OPERATOR CERTIFICATION/ INSURANCE**

*Proposal:* Modify rule to allow EC's to check for documents prior to date of excursion and to change "operators certificate" to "certificate of examination".

*Action:* Tentative approval

*Proposed wording:*

*continued on next page . . .*

Excursion Coordinators, or their designee, must verify before the excursion departs that all operators have a current NARCOA approved Certificate of Examination and that they have valid NARCOA insurance.

#### ITEM 4

### Section I, MOTORCAR MECHANICAL STANDARDS

#### 11. FUEL TANKS

*Proposal:* Remove the ambiguity of the first sentence in order to make the rule more specific. A specific requirement for the color of a fuel tank guard should also be included.

*Action:* Not Approved.

*Proposal:* Motion made to delete the first sentence of the current rule.

*Action:* Tentative approval

*Proposed wording:*

Auxiliary containers must be approved by a recognized testing agency for the purpose of storing and transporting fuel. Auxiliary fuel containers must be secured to the car. Protection against puncture for the main and auxiliary tanks is highly recommended.

#### ITEM 5

### Section II, MOTORCAR OPERATING RULES

#### 22. TOWING OF MOTORCARS, TRAILERS, OR OTHER EQUIPMENT

*Proposal:* Rule drafted to require safety chains when towing unoccupied motorcar or equipment not equipped with brakes. Add to new rule #22 in Section II.

*Action:* Tentative approval

*Proposed wording:*

Whenever practicable, other motorcars, trailers, or other on-track equipment that needs to be towed must be pulled and not pushed. This would apply to movements either forward or backward. If it is necessary to push another motorcar, trailer, or other on-track equipment; it shall be done at a speed no faster than 10 mph and for the shortest distance possible to a point where the towing vehicle can be placed in front of the other equipment. Equipment

being pulled or pushed must be coupled to the assisting motorcar with an approved tow bar, tow hitches, and pins. The operator of a motorcar being towed should be prepared to assist with braking as necessary.

When an unoccupied piece of equipment or a piece of equipment that does not have independently operated brakes is being towed there shall be a safety chain applied between the motorcar and the equipment in addition to the above mentioned tow bar. The safety chain shall be a minimum of 3/16" proof chain with a working load capacity of at least 500 lbs. The chain shall be secured to a frame member or equally firm portion of the motorcar and equipment being towed and shall be so applied as to not create a hazard by hanging down or dragging the ground such as by wrapping excess length of chain around the tow bar.

#### ITEM 6

### Section II, MOTORCAR OPERATING RULES

#### 20. OPERATOR CERTIFICATION/ INSURANCE.

*Proposal:* Add requirement for operators on an excursion to have been properly mentored or are in the process of being mentored if they joined NARCOA after June 1, 2005. (Certified operators that were members of NARCOA prior to that date were grandfathered into the mentoring program.)

*Action:* Tentative approval

*Proposed wording:*

All persons operating a motorcar or hy-rail vehicle on any NARCOA insured excursion must have successfully completed the NARCOA rulebook examination, obtained a NARCOA Certificate of Examination, have current NARCOA liability insurance coverage through the NARCOA insurance program, and (if they joined NARCOA after June 1, 2005) have been or are in the process of being mentored in accordance with the NARCOA operator mentoring program. All persons operating a motorcar or hy-rail vehicle on any NARCOA insured excursion must have a current Certificate of Examination card and a

current NARCOA insurance card in his/her possession. (Exception: persons designated by the railroad on which the excursion is being run who are in the performance of their duties as railroad liaison/escort.)

#### **ITEM 7**

#### **Section IV, RULES FOR EXCURSION COORDINATORS**

##### **4. OPERATOR CERTIFICATION/INSURANCE.**

*Proposal:* Add requirement for EC's to ensure that all operators on their excursion have been properly mentored or are in the process of being mentored if they joined NARCOA after June 1, 2005. (Certified operators that were members of NARCOA prior to that date were grandfathered into the mentoring program.)

*Action:* Tentative approval

*Proposed wording:*

Excursion Coordinators, or their designee, must verify before the excursion departs the point of origin that all operators have a current NARCOA approved Certificate of Examination, have valid NARCOA insurance, and (if they joined NARCOA after June 1, 2005) have been properly mentored in accordance with the NARCOA operator mentoring program.

#### **ITEM 8**

#### **INTRODUCTION**

*Proposal:* Add wording to the Introduction of the rulebook that states "The official operating language of NARCOA is English".

*Action:* Tentative approval

*The following rules issues were also discussed at the annual meeting and did not receive tentative*

*approval by the board of directors. These proposals will not proceed any further at this time, however, comments on these two proposals should still be forwarded to your Area Director as they may be discussed again in the future.*

#### **ITEM 9**

#### **Section I, MOTORCAR MECHANICAL STANDARDS**

##### **22. RAIL SWEEPS**

*Proposal:* Rule drafted to address the application and use of rail sweeps.

*Action:* Not Approved. This rule will not be added to the rulebook at this time.

*Proposed wording (not approved):*

All motorcars must be equipped with rail sweeps of a type common on that particular manufacture of motorcar or similar to those typically found on Fairmont motorcars. The rail sweeps shall be properly adjusted so that they are within close proximity to the head of the rail when in the lowered position in order for them to properly clear items off the top of the rail. The rail sweeps must be in the lowered, or working, position when the motorcar is in motion.



## **Indiana Transportation Museum**

**December 10, 2006**

By Mark Hudson; photos by Debbie Hudson

What a difference a year makes! Last year on December 10, 2005, a Saturday, there were eight inches of snow and the temperature nearly matched the accumulated snow fall – nine degrees! We still ran! A shortened run from Noblesville south to Fishers. This was due to snow drifts north of Noblesville toward Tipton. But not this year; we had sunny to partly cloudy skies and no snow. The afternoon temperature was in the mid 50's.



*Santa Claus arrives by speeder.*



*L&N 199 decorated for Christmas.*

Debbie and I decided to travel to Noblesville on Saturday, December 9<sup>th</sup>. This gave us time to take the “scenic” route through southern Indiana. It also gave us time to enjoy a very nice steak dinner that evening. So we were well rested for the excursion.

On Sunday, we traveled to the set-on in Noblesville. A very short trip - just about 10 to 12 blocks. Only six cars and a couple of hy-rail trucks were present for the trip. But that didn't damper the enthusiasm of those in attendance. Many of us decorated our cars for the Christmas season. Santa Claus was in attendance to meet the local children and give out candy.

After inspection and the safety meeting, we were headed north on this former Nickel Plate line. Debbie was amazed at how we ran our motor cars right down the middle of the street in downtown Noblesville. We did have a police escort. A very special thanks to the Noblesville Police Department for providing three officers and cruisers to block intersections and escort us the four to five blocks of street running. That really helped our group to get through town quicker, as we ran close together as a group and didn't have to flag crossings.

Out of Noblesville, we ran through the Indiana countryside. Stops were made at the small towns of Cicero, Arcadia, and Atlanta, so Santa could visit with some of the children. At least one of the grownups wanted to tell Santa what she wanted for Christmas.

At Tipton, we had to make our turnaround at a busy crossing. The town had taken up the tracks and paved over the crossing that had been used in previous years on this run. Those bright orange safety vests and

## ***Indiana Transportation Museum . . . cont'd.***

flags came in handy to stop traffic. We also enjoyed a pizza buffet dinner while in Tipton, as part of the trip.



*Line up at Tipton*



*Hobbs depot at the Indiana Transportation Museum.*

One of the highlights for me was the stop we made at the Indiana Transportation Museum on the return trip. As part of ITM's dinner train, they have a former Louisville and Nashville Railroad diner, the *Cross Keys Tavern*. As an L&N fan, this was a real treat. I also got to photograph the former NKP station located on the property; I am a sucker for old railroad depots. This small one looked great. I got several pictures of the building. The cabooses, the former NKP business car, a NKP switcher, and several other displays really got our attention. This was a very enjoyable stop.

All too soon were back in Noblesville, once again with a police escort. Setting off, loading the car, and saying goodbye to good friends. A special thanks to Stan Conyer for organizing the trip. Thanks to the Indiana Transportation Museum for allowing our group to ride their rails.

*(more photos on following pages)*



Debbie Hudson shares her Christmas list with Santa. (photo by Mark Hudson)



NKP switcher and train at the Indiana Transportation Museum.



*Entering street trackage in Noblesville, Indiana*



*Santa treats the kids.*

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