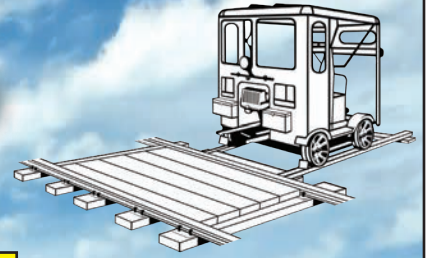


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
NOV / DEC 2022 VOLUME 36 - No. 6

A photograph taken from the perspective of someone on a train. The train is crossing a long, narrow bridge over a lush green valley. The bridge has wooden ties and metal rails. In the distance, a small yellow and black train is visible on the bridge. The valley is filled with dense green trees and foliage. The sky is blue with some clouds.

ANNUAL MEETING
GET READY TO FLY RIGHT
ROLLING THROUGH WEST VIRGINIA

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NARCOA Store

PRESIDENT'S MESSAGE

MARK NORTH

Hello NARCOA members.

Vestiges of fall are beginning to appear, bringing with them some of the most enjoyable excursions of the year. There are still about two dozen excursions on the calendar all across the country, so I hope everyone has an enjoyable and safe close to the excursion season. Several of the remaining excursions are Toys for Tots events and are very important to many local communities. NARCOA members should be really proud of their support for Toys for Tots; in the past some of these excursions have been record setting!

I have just returned from our annual meeting in Chicago. I personally want to thank the Board of Directors for their confidence in me by returning me as President of NARCOA for the 2022-2023 term. I am very humbled by this appointment and am proud to fulfill the responsibilities. I believe we have a very well-established organization that has very few flaws regarding its administrative framework and policies. We currently have a management structure and documents in place, which were created by predecessors who worked extremely hard to make things practical. So, I want to clearly state that I follow the old saying "*if it isn't broke, don't fix it*"! That doesn't mean that we do not do maintenance or evolve with the changing times and standard practices. However, big changes should be deliberately studied and slowly implemented to make certain that we are proceeding



Continued on Page 5

FROM THE EDITOR

ROBIN DOUGLAS

The leaves are turning all around us, a busy motorcar season is coming to a close, and the annual meeting has been conducted. I've just finished the NARCOA calendar for 2023 and I want to extend my hearty thanks to everyone who submitted photos this year. It was tough to winnow them down to just twelve shots, but that's all the months we get. Your photos captured the sights and made memories we'll all get to enjoy and reflect on during the year. Thank you. As we head into the winter, I'm planning on a few upgrades to my motorcar. If you're doing the same, please document your accomplishments, take some photos and share your expertise with the rest of us. We all want to run safer and more efficiently next year.



IN THIS ISSUE

| | |
|----------------------------|----|
| Company Store | 2 |
| President's Message | 3 |
| From the Editor | 3 |
| NARCOA Officials | 4 |
| Directors' Messages | 5 |
| Safety Update | 9 |
| Shortlines- Dakotas | 10 |
| Using Drones | 11 |
| South Branch West Virginia | 13 |
| News from Chicago | 16 |
| Annual Meeting Minutes | 17 |
| Suppliers | 25 |
| Upcoming Excursions | 26 |
| How Did You Join the Hobby | 27 |

THE SETOFF

VOLUME 36 No. 6

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Materials received by the 15th of even numbered months will appear on the 1st of the next odd numbered month subject to editing and available space. Please include your e-mail address and phone number. Electronic submissions are preferred. Text files must have either .doc, docx or .txt extensions. Photo files must be high resolution with .jpg extensions. All materials are archived and not returned. We cannot reprint copyrighted material without written authorization and/or proper attribution.

Letters to the Editor must be signed and include an e-mail address or phone number for authentication. All such letters may be printed as discussed in the NARCOA policy book.

For more information about NARCOA, the safe legal operation of motorcars, or to find NARCOA affiliates located in Canada, the United States, and Mexico, please see: www.narcoa.org

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ON THE COVER:

Motorcars enjoy the high rail through the Appalachian mountains of West Virginia on the South Branch Railroad during a classic run. Photo by Doug Anderson

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President's message, continued

appropriately, and we do no harm to our existing organization. Additionally, I believe we must continue to manage our “business” well in order to keep our membership cost low, and we shall be seeking new opportunities for our membership to experience. This is my position on the direction that the Board of Directors must have.

Additionally, I want to thank Dan Page and Bob Hastings for all the behind the scenes work that made the meeting well organized and seamless. Brian Davis also devoted a lot of his time to make the virtual meeting possible; thank you Brian.

We have two new Area Directors: Area 1 welcomes Jesse Mazzie elected this year and John Becker is filling the Area 6 seat. Our new Directors at Large are Dave Klein, (below) and Robert Bertekap, (photo following).



I have appointed John Schmidt as the Safety Chair. Boomer brings an enthusiasm that I hope is contagious. He has been an active NARCOA Member since 2004, logged over 22,000 rail miles in motorcars in 39 states and 5 Canadian provinces at excursions sponsored by 24 different NARCOA Affiliates. He is a qualified EC, has mentored several operators and encouraged 20 people to join NARCOA. Get ready to follow his lead to make NARCOA safer than ever. Join me in welcoming everyone to the leadership team!

The one big topic that will affect all motorcars on NARCOA excursions is the implementation of additional turntable requirements. These will be very minor changes to your warning devices and to your turntable power supply. Look for details in The SETOFF and certainly ask your Area Director for help if you

feel you need it. Remember, we are all a team and there is always someone who will provide guidance. These requirements will be in the rulebook soon so be proactive in the application of the changes. The requirements are designed to add safety redundancy to your current turntable system. They will alert you of the hazard of a low turntable situation or accidental activation of the turntable operating system. This will reduce the risk of a mishap from a potentially dangerous situation.

Have a safe and enjoyable fall season,

Mark North

AREA ONE



JESSE MAZZIE

Hello Area 1 members!

I want to start off my very first Area Director’s update in The SETOFF with sincere and humble thanks. I want to thank outgoing Area One director Tom Sopchak for his hard work and dedication to advancing our organization. I want to thank Dick Forde, Dan Peck, Scott

Fuller and Gordy Wallick, all long-time NARCOA members, for without their friendship and mentoring I would not be writing this article today. I also want to thank the NARCOA BoD and officers who provided me a warm welcome at the annual meeting in Chicago this September. Lastly, I want to express my gratitude to the voters of Area One who have bestowed your confidence in me.

I started in the hobby in high school, purchasing my first rail car as a sophomore in high school before I even had an automobile or driver's license. I have been a long-time member of both the Cotton Valley Rail Trail club and NARCOA. When I am not riding one of my railcars with my wife and daughter or fiddling with a steam engine, I get to work part time as a locomotive engineer for the Vermont Rail System, which is a welcome break from day job in law enforcement.

But that is enough about me, I want to hear from you! Yes, call me at 978-223-7364 and let's talk. Although at 38 I am a member of the "email and text" generation, and I personally do use email as my primary means of communicating, nothing beats an actual conversation. Sure, they have a place, but much is lost when

the subtle nuances and tones of a person's voice or facial expression are converted to 1's and 0's.

Let me end this article with my two pledges to you. First off, I pledge my service to you and to this great hobby with so many wonderful people in it. Secondly, I will be available whenever you need help or assistance. This a great hobby and we all are working towards the same goals of having fun and safe excursions together.

Respectfully,
Jesse Mazzie
978-223-7364

AREA SIX



JOHN BECKER

We all enjoy going on motorcar events. Planning the logistics and then carrying them out for us is a big task. Our excursion coordinators typically plan motorcar events months in advance. Planning meetings with the railroads, online communities, motel reservations, bathroom, gasoline, and food stops all have to be coordinated for our safety and enjoyment.

The EC's do all this on their own dime as non-compensated volunteers.

On one of my first motorcar events as a member after the safety meeting, one of the participants, Jim Dragstrom of Indiana gave a heartfelt thank you speech to the excursion coordinator for all the volunteer time and effort he put in to making this motorcar event happen. Since then, if nobody else gives a thank you, I will step up to give my thanks to the EC and his crew. Once I was a participant on a motorcar event in Kansas. After the safety meeting nobody said anything, so I gave a thank you to the Excursion Coordinator. He came up to me at lunch and thanked me for thanking him for putting on the motorcar event. He said nobody had done that before and that he appreciated it. Don't forget the railroad and their employees who are allowing us to run on their railroad. Many times, for our safety, the railroad employees will be flagging for us at busy, un-signalized crossings. I also typically send a thank you email to the EC after the motor car event; it only takes a minute to do, and I know the EC's appreciate hearing their time and effort is valued.

An easy way to help an Excursion Coordinator on a trip is to ask if there is anyone that

needs to be tracked down at seton to sign paperwork. We all know how hot, dirty, and tired we can be at setoff. If you can stick around and help for an extra few minutes, do it. I saw an Excursion Coordinator at setoff lifting and turning motorcars in the blazing heat. I asked if I could help with something and all he wanted was a bottle of water. I was happy to grab one from my cooler. It's things like this that we can do help make an Excursion Coordinator's job a little easier...because they surely deserve it.

John Becker

AREA EIGHT



LORNA KINGSLAND

Let's begin by welcoming our newest member Jamie Lill, from Aurora, ON. In Area 8 we've had a busy time with Doug Gentils organizing two successful excursions in Alberta through Great Lakes Railcars: on August 27th, a 42-mile round trip between Stettler and Big Valley on the Alberta Prairie Railway and

on August 28th covering 114 miles round trip east and west from Forestburg on the Battle River Railway. In addition to Doug's hi-rail truck, there were three motorcars.

In Ontario, we were finally back on the rails with a trip organized by EC Mike Ford through his Great Lakes Railcars Affiliate, covering 646 miles out of North Bay, ON and return on the Ontario Northland Railway. We had 17 motorcars and two hi-rails on this trip, in addition to two hi-rails from the ONR with a lead escort and a tail end crew of Chad and Jeremy from the ONR. (This brought to my mind the British musical duo from 1962, but of the participants in attendance, they were either too young or had never heard of Chad & Jeremy.) On the first day of our excursion, my husband Grant was feeling sick and said he was heading home and asked me what I wanted to do. I chose to stay. Grant promised to come back and pick me up on Thursday afternoon at setoff. This was my first time to operate the motorcar on a solo trip, despite some fuel issues the first day and having to replace several spark plugs, I was better the rest of the trip once I got a good tank of premium fuel. When we stayed in Cochrane, I felt privileged to have the Gord Downie hotel room at the Best Western. For most of our

Canadians, they are familiar with The Tragically Hip Canadian Rock Band in 1984. Gord Downie sang for the band and passed away on October 17, 2017, after a short battle from brain cancer. Apparently, Gord Downie spent time in Cochrane in this particular hotel room and began the legacy of improving Canadian relations with the local indigenous people by creating poems with his messages of hope and creating a lasting positive change in Canada.

On our third segment of the motorcar trip, we made it to Kapuskasing for lunch at the local restaurant, O'Brien's, who served a nice buffet of soups and sandwiches. On our return leg heading back from Kapuskasing, we had a local media car CBC (Canadian Broadcasting Corporation) chasing our convoy at most crossings until Smooth Rock Falls. When we stopped there for an afternoon washroom break, the CBC reporter managed to locate a couple of motorcar operators from Quebec, who could converse in French with him for an interview. He had some nice photos of our convoy of motorcars, but of course, the whole story was in French. One other sight we saw on the return part of the journey from Kapuskasing was a local Mennonite farmer waiting to cross the tracks with his horse and buggy. One of our

members Rod Copeland who was riding in Dave Moore's motorcar, captured the perfect photo of the horse and buggy crossing the tracks to get back to their farm.

Over our whole five-day trip, we had a slight sprinkle of rain on the first day, otherwise the weather was good. It was a little foggy on the second day, which made the track a little damp, so we had to be cautious of stopping distances. We had an excellent trip, with a few motorcars experiencing some technical issues, but overall, a great excursion. Those members that experienced mechanical or electrical breakdowns were quickly helped by other members, who were always willing to troubleshoot and try to fix the problems. I am always impressed with the amount of knowledge, experience, the array of spare parts that many members carry, and because they are so willing to help out any broken-down car.

For Area 8, I would like to thank all the members that have kept up their membership and insurance, despite not being able to operate during the pandemic. I hope that some members who have lapsed will renew their memberships. In 2023 we will try to organize more trips in Canada, so stay tuned.

Lorna Kingsland

AREA NINE



LELAND STEWART

Greetings Area 9.

Summer is over and we are nearing the end of the motorcar operating season. By the time you read this there are still some opportunities happening in Area 9. The Rocky Mountain Division is starting excursions on the Santa Fe Southern in Lamy, NM making it the only run in New Mexico and a welcome addition to the excursion roster. Railroad Partners, Inc. will be doing their annual fall run on the Llano Branch on 10/29.

In addition to these runs, the First Iowa Division will be doing two runs in Area 9. On 10/29 they will operate on the Kansas and Oklahoma RR in Moundridge, KS and on 10/30 on the Abilene and Smoky Valley RR in Abilene, KS.

Area 9 has several new members. A big welcome to Paul Sharp of Lubbock, TX, Bryan Fair of Rhome, TX, Bill Alexander of Bartlesville, OK, and Brian Newton, of Kansas City,

KS. We all hope to meet you soon on the rails.

The 2022 NARCOA annual meeting is in the books and the minutes of the meeting are published in this issue. It was a productive meeting with many exciting things happening in the realm of safety and hobby promotion. Be sure to peruse the details of the meeting and get a glimpse of some good things in store for 2023.

I'll close with a reminder that as we move into the holidays, let's take inventory of the many things we must be thankful for, and to relish the good friends and colleagues we have in this great hobby.

I look forward to seeing you all soon on the rails.

Leland Stewart

AREA TEN



BILL ANDREWS

Thanks to all the PRO EC's and excursion motorcar operators for a great, safe season! Much attention was given to safe operation and it showed! Your skills are appreciated, allowing us to

continue to be invited back by the railroads!

This year brought back a few railroads we hadn't run for a while-- thanks to all who supported these EC efforts to provide fresh rail opportunities. Even though it is some months away, next season is already looking particularly good. Some new track will be available, as well as some we haven't been on for a few years. You can keep up to date with us on pro-online.org and the PRO Facebook page.

Coos Bay Rail Line once again provided their support for the Teddy Bear Toy Express run in cooperation with the local Rotary club. Operators got into the spirit, bringing many toys, letting local people know our appreciation for their support of our project as we gathered toys from communities along the 140-mile journey. It's a most worthwhile effort with the combined spirit of CBRL and PRO.

I wish everyone a happy, safe holiday time with family and friends!

See you in the spring.

Enjoy the ride!

Bill

SAFETY



JOHN SCHMIDT

SAFETY is one of the cornerstones of our hobby. We are alerted to the dangers of accidents at every excursion safety meeting. The NARCOA release addresses, in depth, the negative aspects which may result from unsafe operations.

In NARCOA we operate, literally, thousands of vehicle miles without a negative occurrence, safely getting over the railroad and setting off our vehicles without incident. However, these numerous excursion miles do not receive even a hint of the recognition and negative impact as does one accident.

My desire to foster a stronger, proactive safety culture in NARCOA is based on my personal observations and experience. When an excursion is progressing along well, everyone's spirits are high, and camaraderie is positive. When an accident occurs, immediately a dark pall falls over the entire event. The whole trip's agenda halts for the lengthy

investigation of the accident. Friendships can be strained, and people's health may be put at risk. Accidents can also result in the inconvenience of one's favorite motorcar being damaged and put out of action for weeks or months. Then comes the accident evaluation by the Safety Committee and points assessment. Not to mention the railroad's management, their attorneys, and their insurance carrier immediately losing their goodwill towards NARCOA and seeing us as a future risk management liability.

When Mark North, NARCOA President, asked me to transfer my focus from being a Director at Large to becoming the Safety Committee Chair, I was very excited and looked forward to instituting several new methodologies to emphasize safety at all levels of our organization. I envision several innovative approaches to safety. It is my belief that safety should be emphasized **first by the individual operator going upwards** – through the EC level, through the Affiliate level, to Area Representatives to become NARCOA policy.

It is my intent to kick off the NARCOA 2023-4 Safety Initiative in January 2023. I am proposing rewards and incentives to be given to safe operators on the spot by the EC. I want to

see positive public recognition for operating safely. Plus, I see long term rewards for safe performance over a period of time for operators, EC's, and Area Reps.

To do this I plan to form a team of safety conscious operators and excursion coordinators in every NARCOA Area. I am looking for volunteers, operators including old hands, those newly mentored, plus husband-and-wife teams. I want those who are fervent about safety to come forth to make a difference. Please send an email to me at BoomerJohn@verizon.net expressing your desire to serve – kindly place Safety Committee in the subject line of your email.



While I am committed to another matter through mid-December, after that I will be organizing the NARCOA Safety Committee. Please note, I will not be getting back to you until the end of 2022 – but I have not forgotten you.

Thank you in advance for joining the SAFETY TEAM.

Boomer John

SHORT LINES



First Iowa Division hosted four days of running in the Dakotas under the leadership of EC Dave Voelz. Seen above approaching Britton, South Dakota, storm clouds gathered to threaten motorcars along the lake on the Dakota Missouri Valley & Western Railroad. While below, operators enjoyed a rest stop at Oakes, North Dakota on the Red River Valley & Western Railroad.

Photos by Darrell Arndt.



DRONES ARE HERE - LET'S REDUCE THE RISKS

BY DAN PAGE



Eastern Railcar Association on the Ithaca Central Railroad enjoys the fall color, photo by Scott Bentley

Photography and videography have always been important in the rail car hobby. We all enjoy seeing pictures and videos of our rail adventures. New and relatively inexpensive technology allows shooting videos and photos of our rail excursions from a drone platform. As a result, this technology is becoming popular and widespread. A simple search of social media websites such as YouTube or Instagram yields many examples of drone-produced content of NARCOA excursions. Let's look at the impacts and risks of this technology on the rail motorcar hobby and how we can manage them.

Background: The Federal Aviation Administration recognizes two kinds of drone operators. The first type is the licensed drone operator, who has been trained to FAA standards, tested, and certified by the FAA under Federal Aviation Regulations. These persons can operate a drone for compensation and have significant privileges to use their drones in the US airspace system. The second, more common drone operator, is

the recreational drone user. This person operates a drone for 'fun' or recreation and has fewer privileges than a licensed operator. Regardless of their license status, all drone operators are responsible for their flying platforms' safe and legal operation.

Impact on NARCOA: As we look at drones, our first concern is the safety of our members and everyone participating in a NARCOA excursion. Drones operated unsafely can endanger bystanders and distract railcar operators. Flying too low or close to people or property violates Federal Aviation Regulations. If you see a drone that you feel is unsafe, report it to the Excursion Coordinator. In coordination with the railroad pilot, the EC should report dangerous drone operations to local law enforcement. We cannot prevent bystanders from operating drones over our excursions, but we can demand they do it safely.

Impact on Host Railroads: As our Operations Chairman Bill Andrews noted in a recent



Photo by James Trivett

issue of *The SETOFF* (Page 8, July – August 2022 edition), our railroad partners may be sensitive about pictures or videos we post on social media. NARCOA leaders are concerned about unfavorable images from drones operated during an excursion harming our host railroad, the host railroad's customers, and the public perception of the railroad. The first line of the NARCOA Code of Conduct, "Remember that you are a guest while on railroad property," applies here. We must be gracious, not obnoxious, guests of the host railroad. Social media posts from a NARCOA excursion must not negatively impact the host railroad.

Operate your railcar, not a drone: While it is legal to fly a drone safely over a railroad, it is not acceptable to launch, operate, or recover a drone on railroad property without the railroad's permission. Therefore, it is best practice for our EC's to discuss with the host railroad *in advance* if any part of their property or their customer's operations is sensitive. EC's should also ask about the railroad's position on drones and relay that information to everyone participating in the excursion.

Drones are electronic devices: The current prohibition of operators manipulating electronic devices in NARCOA Rulebook section 5.12 prevents NARCOA operators from operating drones while underway on an excursion. Likewise, railcar passengers should not launch, fly, or recover a drone from a moving rail motorcar.

This maneuver is a complex and dynamic task and carries a high risk of mishap. Therefore, you should not allow your passengers to do this. Remember, you are responsible for your passengers' actions.

It is up to you; NARCOA can coexist with drones safely if we manage the risks. As is true with all aspects of railcar operations, excursion coordinators and railcar operators are critical to our safety and success.

So how can you safely use a drone to document a NARCOA excursion? The essential step is coordinating with the EC and sharing your intentions *before* the run. Let the EC discuss your plan with the host railroad well in advance of the excursion. With their approval, you can plan your shots.

The best strategy is to plan on following the excursion on the road in an automobile. Choose several vantage points along the route that will allow opportunities for you to capture the action. Look for bridges or open vistas and plan your flight routes from each point. Consider the direction of travel and keep the sun's position in mind. File flight plans for each of these points. Then execute your plan, moving from one vantage to the next as the excursion moves to capture your footage. This filming approach will give you good results. Remember, the best drone cinematic shots of a rail excursion are not low close-ups directly over the rails but instead are from the side of the route, looking down at an angle. Above all, please do not fly your drone too low or directly over people or vehicles.

Bill Andrews, John Gonder, Wayne Parsons, and Boomer John Schmidt contributed to this article.

Dan Page is a retired military pilot, a retired executive of The Boeing Company, and a long-time NARCOA member. Dan is an FAA certificated Airline Transport Pilot licensed to fly airplanes, helicopters, and unmanned aerial systems. Email any comments or questions to him at:

dan.h.page@gmail.com

SOUTH BRANCH VALLEY RAILROAD WEST VIRGINIA MOTORCAR RUN BY DOUG ANDERSON



This was the 36th consecutive running of this iconic NARCOA motorcar event hosted by Appalachian Rail Excursions and the South Branch Valley Railroad. It is the longest running motorcar excursion in NARCOA's history for good reason. Operators made the trek from as far away as Florida, Indiana, Texas, and everywhere in between for this "bucket list" run. John Gonder was our EC and Master of Railroad Ceremonies along with the help of fellow EC,

Eric Clark. These two, some of the best in the biz, kept this incredible two-day event running as smooth as a conductor's Hamilton pocket watch. And as for the weather, all would agree that we were extremely blessed for our two days of running on the steel. Spectacular to say the least, almost fall-like conditions; cool mid 50's to start things out in the morning with the sun warming the temps up to just a little past 80 in the afternoon, under skies painted azure blue with a few clouds offering up their cool shade as we motored across this land rich in national history. On this trip we would log 102 miles.



Seton took place Friday afternoon and through the evening with 33 cars sitting on the high rail Saturday morning for this always sold-out railroad show. This epic journey would take us through West Virginia's Appalachian mountains and rich valley floor farmland while we chased the awe-inspiring South Branch Potomac River. Fairmont was well represented as usual. There were plenty of MT's and a good showing of
Nov / DEC 2022 THE SETOFF 13



poppers, along with a couple of big A's and a Woodings scattered in the consist with a SBVR hyrail leading the pack. And arguably, the most important piece of railroad equipment in tow, the mighty "Blue Throne". Saturday morning began with a cup of joe and fellowship with old friends and new acquaintances, and some railroad chat before John Gonder's safety meeting



and Eric Clark leading us in giving thanks for this magnificent railroading weekend.

Saddled up in our motorcars, we rolled out of historic Romney, WV on time at 8AM, or maybe a little after, as we headed south to pick up the South Branch Potomac River. We traveled through large fields of sorghum, corn and beans with picturesque farmhouses and historic homes dotting the foothills on our way to The Trough deep in the West Virginia Appalachian mountains.

The famous Trough is a deep canyon the river has cut through, and is home to a large convection of our national bird, the majestic American Bald eagle. And the Trough's spectacular scenery did not disappoint; the mid-morning air was still cool and crisp, and there were a couple of eagle sightings as we motored along next to the river, snaking through this incredible part of our country. Wildlife abounded the whole excursion, with frequent deer sightings plus



some free-range "steak on the hoof". Caution was called out on the radio, so we gave the right of way over a couple of times. There were just a few "bar exams" handed out by John Gonder over the weekend, all of which were all passed with flying colors and the group kept moving on schedule. We rolled through the quaint little town of Moorefield and were met with waves and smiles from the locals on our way to Petersburg. This would be our lunch stop and turnaround with some tasty soft serve ice cream to top it all off. With the excursion's "about face" completed, we were headed back north to Romney to enjoy all the wonderful sights from the opposite direction. There was a small pause for the cause to give distance to

the SBVR excursion train now running in front of us. Continuing north with the temperatures warming, we watched flotillas of rafters and kayakers on the South Branch Potomac River



enjoying the spectacular West Virginia weather just as we were. We arrived back on the scene in Romney all smiles around 4:30 in the afternoon. We secured our motorcars and headed off to find some good local fare and reminisce about our day on the rails.

Sunday morning began with hot java and talks of yesterday's great railroad adventure with our motorcar neighbors while readying for the short journey northward to the CSX interchange at Greenspring, WV. This would be our mid-morning turnaround point. Rolling to a stop at the interchange was almost bittersweet knowing our time on the rails would be coming to an end soon. With all the motorcars spun around and ready to head back south to Romney, the early goodbyes started, for at the end of this short segment, the busy setoff operations would begin, and the motorcars and their owners would disappear one by one. Handshakes, hugs, and high fives were in order as the radio crackled that the group was ready to roll one last time. Setoff went like clockwork, starting just a little before high noon without a hitch. The steel rails soon fell silent once again, and this amazing run was now history. On the last leg back to Romney, I looked about and was in awe of what we, the operators and our riders had just experienced this weekend. All the incredible sights, sounds and smells we encountered along with the

fellowship with friends, as we rode the shining ribbons across one of the most beautiful areas of our great country. Our hobby is truly one of the most unique in the world, offering an amazing experience second to none and camaraderie that only a very small handful will ever enjoy or experience. And this SBVR run captured the very essence of why we engage in this incredible activity. This is one of those "must do" NARCOA runs that is truly breathtaking, like watching a non-stop picture postcard slideshow with beauty around every bend. If you haven't, be sure to put this one on your list, and those who have, hope to see you next year. And as always, run safe.



A very special thanks to the South Branch Valley Railroad along with Appalachian Rail Excursions for hosting this amazing NARCOA excursion. Another standing ovation for the EC's John Gonder and Eric Clark for all their hard work, time, and effort in making this one of NARCOA's most epic runs year after year. Bravo! And to everyone behind the scenes, thank you as well; we really do appreciate it.

NARCOA 2022 ANNUAL MEETING

A wide variety of subjects were presented, considered, and voted on at the NARCOA annual meeting in Chicago. It was also a time to renew relationships grown along the rails and in dedicated service to you, the membership.



Our two favorite Canadians, former Area Director John Brown and Lorna

A welcome surprise was seeing Laurie Knight who was warmly greeted by everyone.



Kingsland swapped stories of life on the tundra, while Wayne Parsons and Dan Page set the world to right.

The Bob Knight Memorial Shiny Wheel Award for 2022 was presented to Bob Wonderling of Illinois. Like Bob Knight, Bob Wonderling has distinguished himself with service to NARCOA. When a call went out earlier this year to members in the Midwest for help with the annual meeting of our host railroads, Bob was the first to respond. He



generously volunteered to transport and display a railcar in St Louis for the NARCOA booth at the ASLRRA convention. Bob also provided this same service for a train show in Indianapolis in April and will again in November in Milwaukee. Bob's efforts allowed NARCOA to have authentic railcars at these events, increasing generated traffic to the NARCOA booth and benefited the club greatly. Congratulations, Bob!



The hybrid in-person and virtual Zoom meeting allowed leaders to participate as best fit their availability. Here Rob Bertekap assists Bob Wonderling with navigation.



The leadership group taking a mid-morning break on Saturday. From left back row- Bob Wonderling, Lorna Kingsland, Leland Stewart, Steve Paluso, Bob Hastings, Wayne Parsons, Bill Delmar. Middle row- Rob Bertekap, Bill Andrews, Robin Douglas, Greg Kightlinger, John Becker. Front row- Frank Glatzl, Jesse Mazzie, Dave Klein, John Gonder, John Brown, Mark North, Carl Schneider, Myron Malone

NARCOA MEETING MINUTES

2022 Annual Member Meeting

Sheraton Suites O'Hare, Chicago, IL

September 23 - 24, 2022

October 8, 2022

This annual meeting is a combined in-person and ZOOM meeting.

Friday September 23

1) **Opening** - President Mark North called the meeting to order at 8:25 AM CDT. Brian Davis provided technical administration of the ZOOM virtual meeting rules.

2) **Safety Briefing** – Dan Page provided emergency exit and emergency assembly area information for the meeting attendees.

3) **Officers & Board of Directors in attendance:**

- a) Area 1 – Jesse Mazzie
- b) Area 2 – Mark North
- c) Area 3 – Brian Davis via ZOOM
- d) Area 4 – Jim Hopkins – via ZOOM
- e) Area 5 – Bill Delmar
- f) Area 6 – John Becker
- g) Area 7 – Carl Schneider
- h) Area 8 – Lorna Kingsland
- i) Area 9 – Leland Stewart
- j) Area 10 – Bill Andrews
- k) Area 11 – Steve Paluso
- l) President – Mark North
- m) Vice President – Leland Stewart
- n) Treasurer – Wayne Parsons
- o) Secretary – Bob Hastings

4) **Election Results** – These Board members (as elected by the membership) were seated as the first order of business.

- a) Area 1 – Jesse Mazzie (CT, MA, ME, NH, NY, RI, VT) (succeeds Tom Sopchak).
- b) Area 3 – Brian Davis (IN, MI, OH) (re-elected).
- c) Area 5 – Bill Delmar (AL, GA, FL, MS, LA) (re-elected).
- d) Area 7 – Carl Schneider (IA, NE, ND, SD) (re-elected).
- e) Area 9 – Leland Stewart (CO, KS, MO, OK, TX, NM, UT) (re-elected).
- f) Area 11 – Steve Paluso (AZ, CA, HI, NV) (re-elected).

5) **Seating of Officers** – These officers (previously elected by the incoming Board via email ballot) were seated

ed as the second order of business.

- a) President – Mark North (reelected).
- b) Vice President – Leland Stewart (reelected).
- c) Secretary - Bob Hastings (reelected).
- d) Treasurer - Wayne Parsons (reelected).

6) **Seating of Area 6 Director** – Mark North appointed John Becker to fill the remainder of Hal Johnson’s term as Area 6 Director (IL, MN, WI).

7) **Appointment of Directors at Large** – Mark North appointed Directors-at-Large.

- a) Rob Bertekap (succeeds Bob McCoy).
- b) Dave Klein (succeeds John (Boomer) Schmidt).

8) **Appointment of Safety Chairman** – Mark North appointed John (Boomer) Schmidt (succeeds Rich Gunn).

9) **Appointment of Affiliates Chair** – Mark North appointed John Gonder (succeeds Dave Verzi).

10) **Sergeant at Arms** – Mark North appointed John Gonder.

11) **Parliamentarian** – Mark North appointed Dan Page who reviewed the meeting guidelines (TAB A).

12) **Around the Room** – all Officers, Board members and Chairs introduced themselves.

13) **President’s Remarks** – Mark North commented on NARCOA in the last twelve months.

NARCOA has continued our strong rebound from the setbacks we experienced during the pandemic. Here are some facts to support this:

- Financial - Our treasurer Wayne Parsons has been on the job for over a year and has a good handle on both our current and future budgets. His work to control spending has kept us on firm financial ground over the last year and 2023 looks good too.
- Safety - we now publish accident summaries to increase our member’s awareness of accident causes.
- Insurance - The number of operator policies sold this year exceeded expectations. Our position with our insurer is strong and we expect to continue to be in a good position in the coming years to provide operator liability insurance.
- Host railroads - Our strong public relations effort has resulted in several new host railroads being opened for us with more on the way. This has been a great team effort and you will hear more about our public relations initiative in this meeting.
- Leadership - most importantly, your volunteer leadership team, that keeps the day-to-day operations of NARCOA literally and figuratively on track, is strong and proactive. We continue to have a high level of talent in key positions. The myriad of tasks that must happen daily are in capable hands. Like most presidents of organizations, I spend much of my time keeping the key positions filled in our club. We use a decentralized model to operate NARCOA, with key people trusted to make important decisions. I am always looking for good leaders.
- There are three kinds of leaders: those who make things happen, those who watch things happen, and those who wonder what happened. I sincerely thank the NARCOA leadership team for making things happen.

14) Reports / Reappointment of Committee Chairs (Contact the appropriate Chair if you would like a copy of a specific report.)

- a) Affiliates – Dave Verzi (TAB B).
 - One tentatively approved affiliate – Atlantic Railcar.
 - Two affiliates did not renew – Fallen Flags Excursions and Heart of Heartlands.
- b) Insurance – Wayne Parsons (TAB C).
 - We do not know the operator insurance premium for the 23 / 24 year yet, but expect it by early December.
 - When the physical damage policy premium is decided early next year, emails will be sent to those that bought the coverage this year and the sign-up form will be posted on our website.
 - It is imperative that everyone, except Mike Ford and Wayne Parsons, cease calling United Short-line directly with questions or “special needs”.
- c) Treasurer – Wayne Parsons (TAB D).
 - Our financial records now comply with Generally Accepted Accounting Practices, or GAAP. CKM Financial Services in Los Angeles used the Treasurer’s year-end statements to prepare our 2021 tax return.
 - In 2019, NARCOA members started supporting our Advertising and Public Relations efforts with contributions to be set aside for this purpose. Our restricted fund currently has 5,050 dollars ready for use in 2023. This balance includes a very recent 3,000 dollar contribution from Keith Knowlton; money designated for the conference exhibit at the American Short Line Regional Rail Association event April 2nd in New Orleans.
 - The Treasurer’s report includes a listing of NARCOA assets. These assets include the store inventory; software, advertising signage for conference exhibit booths, and Bank of America check stock and debit cards.
 - The Treasurer’s report includes the 2023 budget. The budget detail lists every expense category and every expense in that category for the 12 months of August 2021 through July 2022. Estimated cost increases for 2023 generally follow national economic forecasts of 8 to 10 percent increases.
- d) Membership and NED – Bob Hastings (TAB E).
 - Year-over-year membership continues to decline. Year-end 2021 total membership was 1473 members. YTD 2022 total membership already has dropped to 1446 members as of Sept 10th. The year-end 2023 membership is estimated to continue to decline to approximately 1424 members.
- e) Judicial Committee – John Gonder.
 - We have had only two incidents this year, both rear-enders. Again, this is a significant reduction from 2021.
- f) Safety – John (Boomer) Schmidt (TAB G). John presented the concepts for a new 2023 Safety Initiative later in the meeting.
- g) Operations Committee – Bill Andrews (TAB H) summarized the changes to the Operations Manual:
 - Operator mentoring while conducting work parties is restricted.
 - Mentoring is not allowed on rides for the public
 - Passengers must sign a release for the motorcar in which they are riding
 - Adding a requirement for the new unaccompanied minor release.
 - Restating the need for Area Director approval before contacting a railroad in that Area.
 - We are changing the requirement for beginning EC training to five years of operational experience.

- After discussion, no Board members objected to the changes.
- h) Rules – Leland Stewart (TAB I).
- Added update to rulebook 3.09 concerning All-Terrain Vehicles. All Terrain Vehicles, such as but not limited to ATVs’, RTV’s, UTV’s, and Side-by-Sides, are not approved to use in NARCOA activities.
 - A decision on adding turntable safety requirements as recommended by the turntable committee is pending action by the BoD.
- i) SETOFF – Robin Douglas (TAB J).
- The SETOFF year returned to a more regular schedule with the annual meeting at the end of September, allowing publishing of the minutes and other news from Chicago in the November/December issue. With the return to a full schedule of excursions, members provided an excellent array of articles, including excursions from all regions. In addition, each issue included a safety message and technical articles edited to educate and enhance the operational proficiency of our members.
 - The Editor extracted forty-five technical articles from the last 13 years of The SETOFF and our webmaster, Keith Mackey, uploaded them to the technical articles section of narcoa.org for use by our members.
- j) Webmaster – Keith Mackey (TAB K).
- Our hobby has recovered well from the Covid crisis. In 2020 we held 67 runs, and in 2021 we held 85 runs. In 2022 to date we have held 65 runs with 31 more scheduled for the rest of the year. So for 2022, the total is estimated at 96 runs. Another bright spot is that motorcars and associated equipment sell rapidly. A standard car at a reasonable price does not last long in the Want Ads section.
 - Thanks to the efforts of Dick Ray and Robin Douglas, many old technical articles from the SETOFF and other sources are now available for download on the “Technical Articles” page of the website.
- k) Mentoring – John Becker (TAB L).
- Newly Mentored Members from September 15, 2021, to September 15, 2022. Total Mentored Members -69, Males - 65, Females – 4.
- l) Public Relations – Dan Page (TAB M).
- Discussed the success of the PR team including the contributions of Wayne Parsons, Bob Wonderling and Bill Reiss.
 - The team attended the annual ASLRRRA Convention in St Louis. Ten new host railroads showed an interest in hosting NARCOA excursions. The team also met with representatives from three current host railroads - Farmrail, Alaska Railroad and Finger Lakes Railroad.
 - Continued our association with Trains magazine.
 - We discussed the possibility of operating with Genesee and Wyoming corporate leaders.
- m) Elections – Bob Hastings (TAB N).
- Bob discussed the success of electronic voting used in the Area Director election this year. Bill Andrews moved that NARCOA use 100% electronic voting in future elections. Seconded by Leland Stewart. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. The motion approving 100% electronic voting passed.
 - Bob will send a postcard to all members without an email address announcing the new electronic voting process.
 - John Gonder will obtain a unique email address from each affiliate.
 - Robin Douglas will add an announcement in the Jan/Feb 2023 SETOFF.
- n) NARCOA Store – Dan Page (TAB O)

- Dan reviewed the income generated by the NARCOA store. The NARCOA store has been online and accepting credit cards for one year (Aug 2021).
 - Sales have doubled since putting the store online to 229% of the previous year's sales.
 - Affiliate Pacific Railcar Operators logo clothing is now on sale in the store.
 - The Store now offers engineer hats with the NARCOA logo.
- o) Online Operator and EC Testing – Dan Page (TAB P).
- Dan commented that the biennial operator certification (rule book test) will begin in January 2023. This is an open book online test.
 - More members tested during the 2020-2022 certification (1112 operators) compared to the previous cycle (994 operators). This is an 11% increase.
 - Operator biennial online testing starts in December (all expire 01/31/2023).
- p) New policy concerning minor guests (TAB Q).
- Brian Davis discussed the topic later in the meeting.
- q) After a discussion of the various reports, Mark North moved to accept the committee reports, seconded by Leland Stewart. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. The motion passed approving the committee reports.

15) Approval of Reports of votes taken by the Board of Directors - Final review and approval of reports of Board votes concerning action taken in 2021-2022. (Approval is for both the Public Report and the Private Executive Report). Mark North moved to accept the public and executive reports, seconded by Leland Stewart. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. The motion passed approving the public and executive vote reports.

16) Hank Brown Award – By unanimous vote of the Board of Directors, the 2022 Hank Brown Award goes to Jamie Haislip for outstanding service to NARCOA as an excursion coordinator. Jamie Haislip of Virginia was nominated by Justin Ralston. Jamie has been an EC for over ten years and has led runs in the eastern US. Jamie is recovering from an illness and the award will be presented to him in a few weeks.

17) Bob Knight Shiny Wheel Award – The Bob Knight Memorial Shiny Wheel Award for 2022 goes to Mr. Bob Wonderling of Illinois. Bob has distinguished himself with service to NARCOA. When a call went out earlier this year to members in the midwest for help with the annual convention of our host railroads, Bob was the first to respond. He generously volunteered to transport and display a railcar in St Louis for the NARCOA booth at the ASLRRRA convention. Bob also provided this same service at a model train show in Indianapolis in April, and will again in November in Milwaukee. Bob's efforts allowed NARCOA to have authentic railcars at these events. In addition, the presence of a railcar at our booth generated traffic and benefited the club significantly.

Old Business

18) New policy for minor guests on excursions without parents or guardians – Brian Davis (TAB Q).

- a) Brian led a discussion concerning the responsibility for minor guests accompanied by a non-parent or guardian. Brian will develop additional information on this issue based on the conversation.

19) NARCOA PR Activities – Dan Page and PR team (TAB M and S).

- a) Bob Wonderling presented a 2023 approach to NARCOA public relations efforts titled “**Make No Small Plans**”. - A concept plan for improving our visibility to perspective railroads, and new members.

- To railroads, we want to be viewed as the only professional motorcar group in the country. To prospective members, we want to be viewed as real railroading in which they can participate. We want to be perceived as the biggest and best railroading hobby in the country.
- I propose building and equipping a double motorcar display. Everything in the display is intended to provide the opportunity to interact with the visitors. One motorcar will be equipped with a large monitor mounted outside the operator's position showing videos of what the visitor would be seeing when he was operating the motorcar. Sight and Sound. The second motorcar will be used as a photo op for the visitors. This will give our show staff a great chance to interact and start conversations with visitors.
- The display will be equipped with a new backdrop, a large monitor in the middle of the booth playing a loop of several great photos. One thought is to use the NARCOA Homepage slideshow along with other pictures intended as a starting point for recruitment.

b) Dan Page led a discussion of the rail bike industry and their competition with NARCOA for the limited access to host railroads.

From the October 2022 Heritage Rail Magazine:

RAIL BIKES TODAY By Aaron Isaacs, HRA editor

“At the 2017 Heritage Rail Alliance fall conference there was a rail bike demonstration. The idea was pretty new at the time and there were only a handful of operations. COVID delayed the rail bike trend, but now it's spreading. This seemed like a good time to check in on the next big thing in tourist railroading. It's a business with a relatively low price of entry compared to setting up an entire new tourist railroad. It also taps into a new market, so expect it to show up everywhere in the next few years.”

New Business

20) Approval of New Affiliates – Dave Verzi (TAB B).

- a) Atlantic Railcar - temporary affiliate status has been granted. After discussion, Mark North moved to extend the temporary status of Atlantic Railcar until the 2023 NARCOA annual meeting. Lorna King-land seconded the motion. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. The motion passed to extend the temporary affiliate status of Atlantic Railcar to the 2023 NARCOA annual meeting.
- b) Last year, the Board placed Draisines Quebec in temporary status. However, since this affiliate has had no excursion activity, the Board has extended the temporary status until the 2023 annual meeting.

21) Electronic Release Proposal– Wayne Parsons (TAB S).

- a) Wayne Parsons led a discussion on the feasibility of developing an electronic signature process for use with NARCOA excursion release forms. After discussion, the Board decided not to pursue an electronic signature process at this time. The Board agreed that no Affiliate will develop an electronic signature process without Board involvement and approval.

22) Rulebook changes to implement Turntable Recommendations – Leland Stewart (TAB I).

- a) Leland Stewart led a discussion of the proposed Turntable Committee recommendations. After Board discussion, Brian Davis moved to require a readily visible indicator light together with the turntable position alarm on all turntables. Additionally, Davis moved to require a remote power disconnect switch with a separate indicator light on all turntables. Leland Stewart seconded this two-part motion. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. The motion passed to require a readily visible indicator light together with the turntable position alarm on all turntables and a remote power disconnect switch with separate indicator light on all turntables.
- b) Brian Davis will develop the new rule book language. The new rule will be published in the

SETOFF for review and comment by the membership before implementation.

23) **Timing and location of 2023 Annual Meeting** – Bob Hastings.

a) Bob led a discussion to hold future annual meetings on Saturday/Sunday instead of Friday/Saturday for 2023 and 2024 so that more members who work on Friday may have the opportunity to attend the annual meeting. After discussion, the Board decided to leave the 2023 and 2024 annual meetings on Friday and Saturday as in the past.

b) Bob announced that the 2023 room cost for the Sheraton Suites Chicago O’Hare will be \$132.00 per guest night plus tax and the 2024 room rate will be \$139.00 plus tax. Mark North moved to schedule the 2023 and 2024 annual meetings at the Sheraton Suites Chicago O’Hare. Leland Stewart seconded the motion. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. The motion passed. The 2023 and 2024 NARCOA annual meetings will be held at the Sheraton Suites Chicago O’Hare. The scheduled dates are September 22-23, 2023, and September 20-21, 2024.

24) **2023 Safety Initiative** – John (Boomer) Schmidt (NEW TAB R).

a) John (Boomer) Schmidt presented the concepts for a new 2023 Safety Initiative.

b) Proposal #1

- Make SAFETY awareness everybody’s business.
- Have individual NARCOA members insist on safe operations from their fellow operators!
- Emphasize SAFETY from the Individual operator level UPWARD through EC level through Affiliate level through Area Directors to the NARCOA Board.
- Focus the campaign based on two slogans - **‘ONLY YOU PREVENT ACCIDENTS’** and **‘LET’S CATCH THEM DOING SOMETHING SAFE!’**

c) Proposal #2

- An Excursion Safety Mentor, an operator, present at every excursion to share potential hazards and how to avoid them. Encourage **‘SEE Something; SAY Something’**.

d) Schmidt proposed an \$800 safety budget for the 2023 Safety Initiative.

e) Jim Hopkins moved to allocate \$800 for the 2023 Safety initiative. Brian Davis seconded the motion. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. The motion passed. The general budget will allocate \$800 for the 2023 Safety initiative.

25) **Reassignment of Arkansas from Area 4 to Area 9** – John Hopkins proposed to have Arkansas moved from Area 4 to an Area with available EC’s. Leland Stewart stated that he could cover excursions in Arkansas in Area 9. Dan Page and Bob Hastings agreed to check NARCOA rules and regulations to check for the proper way to reassign a state to an Area.

a) There are 119 active members with 9 ECs in Area 4. There are 127 active members with 13 ECs in Area 9.

b) There are 6 active members in Arkansas.

c) There are no specific rules defining the assignment of Area Directors.

d) After further discussion on Saturday, the Board took no action.

26) **Adjournment:** The Friday session of the meeting adjourned at 3:55 PM CDT.

27) **BoD Executive Session** – There were no issues requiring a BoD Executive Session.

Saturday September 24th

28) Donations to NARCOA funds – Wayne Parsons.

- a) Rob Bertekap - \$200 – safety.
- b) John Brown - \$600 – public relations.
- c) Jeremy Cooke - \$50 – safety.
- d) Lorna Kingsland - \$100 – safety.
- e) Dave Klein - \$100 – safety.
- f) Myron Malone - \$500 – general fund.
- g) Steve Paluso - \$200 – safety.

29) Discussion Summary – Mark North

- a) Transparency for the Board - Robin Douglas asked if there has been a change from the ZOOM Executive meetings of the Board. As no minutes were posted on the website. Mark North stated that there have not been any issues this year requiring a Board meeting. However, the Board took action on two judicial issues privately via email.
- b) Brian Davis suggested that the Board schedule a ZOOM meeting quarterly.

30) Member's Forum – Mark North.

- a) There were no members who wished to discuss ideas with the Board.

31) Reminders – Mark North.

- a) **Speaking and posting in public forums** – Reminder: only designated Officers and Directors should post official responses on public platforms such as social media and news media. Current designees are Mark North and Leland Stewart. Stewart mentioned that the prevalence of drones flying over NARCOA excursions adds another level of exposure to social media posts..
- b) **Need for a listing Board member information for communications** - Dan Page will develop the contact list.
- c) **2022 Meeting Minutes** – The SETOFF content deadline for Nov/Dec issue is October 10th. Minutes must be in final form by **October 8th** to get Board approval and published in the next SETOFF issue,
- d) **Process Improvement** – All job holders should look at their Areas' processes to see what could be improved.
- e) **Who is your successor?** All NARCOA volunteer job holders should consider identifying members who might be suitable successors.

32) Meeting Adjournment – Bill Andrews moved to adjourn, second by Brian Davis. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. Mark North adjourned the meeting at 10:00 AM CDT.

Respectfully submitted,
Robert Hastings - NARCOA Secretary

NOTES: 1) An additional donation for \$200 was made by John (Boomer) Schmidt designated for Safety. 2) The minutes are available online (from 2012 to 2022) at <https://narcoa.wildapricot.org/>. Members must login with their email and password. They can create a password with the 'forgot password' link on the NED home page. The minutes are under the 'Members' dropdown menu. The reports from each chairperson, listed above by Tab letter, are available to members directly from each Chair upon request. - Ed.

SUPPLIERS

If you are a supplier of motorcar parts and wish to be included here, please contact the Editor. No endorsement is made of the products, services, or vendors. All listings are for members' consideration only, and are at the discretion of the Editor.

Carburetor rebuilding and parts for F-4,C-5,F-6 and C-8 carburetors. Engine parts for RQ,QBA,ROB,ODB, ROC Frame and some motorcar body parts. Carey Boney & David Eakins, Careyboney@embarqmail.com or Carey Boney, 1605 Powers RD. , Wallace, NC 28466 phone [910-285-7489](tel:910-285-7489).

ThunderHill Services, thunderhillservices@gmail.com and thunderhillservices.com [857-302-3135](tel:857-302-3135). Sean McInerney Quality brake assemblies for Fairmont A-3/4/5, S2/ST2, M/MT-14/19, M9 and all Woodings. Oak brake blocks (incl. fasteners) also sold separately. All components manufactured in New England.

Fairmont parts, majority are NOS, all OEM, no reproductions, most came from Brown Railroad Supply – Phil's Motorcar Parts - Operated by Philip Hopper, 6126 Bear Branch Drive, San Antonio, TX 78222, Phone: [210-845-4119](tel:210-845-4119) from 8:00 AM to 6:00 PM, Central Time, weekdays. Personal visit by appointment only. Email at royalrubyman64@gmail.com or visit my website for details on the listings at: <https://www.philsmotorcarparts.com>

Railroad Motor Car Resource Library / Doug Cummins, doug@rrstuff.net 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

H & H Mfg. CO. hhimaparts@aol.com [707-887-7181](tel:707-887-7181) Full service machine shop and manufacturer of after-market Fairmont parts. Large supply of new and used Fairmont and Onan parts including transmissions, engines, brake and drive sprockets. Frame and aluminum door and side panels. Assorted rail motorcar project cars for sale.

Fredericksburg Shops, Newly manufactured motor car parts and accessories. www.fredericksburgshops.com or 209 Creamery Rd., Fredericksburg, Ohio 44627. Call (don't text) Dean Mark at [330-465-0713](tel:330-465-0713) 2 pm-6 pm Eastern time, or send him an email to: fredshops@earthlink.net

Model T coils for 2-cycle cars Improved design Model T ignition coils for all Fairmont 2-cycle motorcar applications. These coils are built inside of a sealed plastic weatherproof case with the proper wiring clips to match the timer clips. These are top quality USA made and will work on either 6 or 12-volt applications. No ballast resistor is required. \$110.00 each. Please add \$10.00 for shipping via priority mail. Fifth Avenue Internet Garage, 415 Court Street, Clay Center, KS 67432. phone [785-632-3450](tel:785-632-3450). fifthaveinternetgarage.com or email fifthavegarage@gmail.com

Dave Myers at: dave@redspeeder.com or [928-380-7056](tel:928-380-7056) Custom Fairmont transmission sprockets.

Tom Phair tom@phairs.net phone [\(925\) 820-4159](tel:925-820-4159) Complete line of the David Clark Company Intercom systems and railroad type Motorola radios.

Complete, restorable Fairmont motorcars for sale. Models range from M9 up to A4 including two and four stroke engines, belt and transmission drives. Also parting out several motorcars; please call for more details. David Staggs, [812 545 9684](tel:812-545-9684), Mitchell, Indiana.

Onan CCKB and B-48-G Engines, rebuilt. **Please book early for engine rebuilds as my winter calendar is filling up fast. I don't want you to be left behind on any excursions next year.** Onan OEM parts only. Built to Onan standard of quality. Shop run-in time 30 minutes. Re-torqued, timing and valves checked. \$1,200.00 with qualified engine exchange. Typical 5-7 day turnaround time, as scheduled after receipt of your engine. Norm McKeen, text [417-839-3300](tel:417-839-3300). or Shelley at [417-839-3555](tel:417-839-3555)

NARCOA does not guarantee, certify or warrant that any mechanical equipment, modification, solution or device described in articles or advertisements in *The SETOFF* are safe or suitable for any member's needs or purposes. Technical articles and product reviews are provided for member's consideration only. Readers are advised to do their own due diligence to determine the safety and suitability of any such equipment, modification, solution, or device for their purposes, and are advised to seek outside expert advice.



NARCOA EXCURSIONS

AS OF OCTOBER 22, 2022



Please submit all excursions and ads directly to

webmaster@narcoa.org

The *SETOFF* downloads directly from the website
for the most current information.

Nov 5 - IA posted 03/16

Boone & Scenic Valley Railroad

First Iowa Division - Boone, IA. We will ride the line from Boone to Wolf and back several times during the day. Round trip mileage is approximately 22 miles. Cost is \$30. EC Carl Schneider Details at:

<http://www.firstiowadivision.com/ride-schedule.asp>

Nov 5 - 6 - NH posted 09/07

New England Southern/Hobo Railroads

The "Snowflake", former B&M White Mountain Branch, Concord to Lincoln Saturday, return on Sunday. Approx 140 mile RT. Includes Harts Turkey Farm and one overnight accommodation at Lincoln per registration. 35 car limit. Fee is \$480. EC is Gordy Wallick. Details here:

<https://www.nerex.org/excursion2022.htm#adir2023>

Nov 12- PA posted 08/20

Southwest Pennsylvania Railroad

Mt Pleasant, PA Come ride our annual Toys for Tots run. Aprox. 50 rt miles through Westmoreland County. Fee \$65.00 plus a new unwrapped toy. ECs are John Gonder, Eric Clark, Win Goodier. Details at: <http://areexcursions.com/excursions.asp>

Nov 12 - 13 - CA posted 10/15

Motorcar Operators West Annual Meeting Meeting and Excursion at the Western Railway Museum in Suisun City. This includes a night run on Saturday. EC is Rick Smith. Cost is \$65. Plan on approximately 52 RT miles. Details at:

<https://www.mow-online.org/>

Nov 19 - PA posted 08/10

North Shore Railroad

Toys for Tots excursion, hosted by Central PA Excursions, 86 miles RT from Northumberland to Berwick and return. As part of the fee, please bring a new unwrapped toy for a boy or girl. Bring several if you wish. The public will see your cars and drop off toys. Fee \$95 EC Larry Maynard. Details at:

<http://www.centralpaexcursions.com/excursions.html>

Nov 20 - PA posted 08/10

Union County Industrial Railroad

Toys for Tots excursion, hosted by Central PA Excursions, will be 30 miles RT from New Columbia to Allenwood to Winfield and return. We will be stopping at an antique mall on way to Winfield. Registration Fee - \$45 EC Larry Maynard. Details:

<http://www.centralpaexcursions.com/excursions.html>

Dec 2 - 4 - FL posted 08/05

Florida Central RR, Florida Northern RR

- Friday from Eustis to Mt Dora - total about 15 miles. Saturday, Eustis to Winter Garden and return - about 65 miles. Sunday from Ocala to Candler and return - about 30 miles. South Eastern Railcar Operators, Inc. (SERO). Cost \$175 Details <https://www.keithmackey.com/Floridaruns2022.pdf> EC Keith Mackey 352-502-5021. kjm900@gmail.com

Dec 3 - CO posted 10/19

Colorado Pacific Railroad

Rocky Mountain Division will host a "Run with Santa" . Roundtrip Haswell to Eads, total miles 44. Note all Colorado State Covid-19 restrictions will be followed. FREE. Details HERE. EC Richard Reiff 719-543-7023, 719-289-6971 (cell)

2023 Advanced Announcements

May 6 - 7, 2023 - NY posted 10/3/2022

Adirondack Railroad, "Save the Dates"

EC Keith Knowlton along with The NEREX Team. Total mileage for the weekend will be 172 +/- miles. A work in progress, current excursion Details here:

<https://www.nerex.org/excursion2022.htm#adir2023>.

Aug 14 - 19, 2023 - AK posted 10/22/2022

White Pass & Yukon Railroad

Motorcar Operators West. Estimated 406 miles of narrow-gauge rail over four days of operation. \$760. 15 car limit. Excursion Coordinators Glen Ford and Wayne Parsons. Details <https://www.mow-online.org/>

Excursions Held On A Regular Basis

Feb 1, 2022 - January 31, 2023

Capitol Metro Transportation

Railroad Partners, Inc. will host NARCOA motorcar runs and work sessions on various dates from Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. Details <http://www.railroadpartners.com/> EC Leland Stewart poppermaker@gmail.com [210-863-5397](tel:210-863-5397)

Jan 1, 2022 - Dec 31, 2022 - PA

Northern Central Railroad

Excursions on the Northern Central Railroad from New Freedom, PA to York, PA on various dates. EC Dean L. Grote call [717-637-7647](tel:717-637-7647) or e-mail for details dizzydean55@embarqmail.com

Jan 1, 2022 - Dec 31, 2022 - PA

Stewartstown Railroad

Excursions on the Stewartstown Railroad from New Freedom, PA to Stewartstown, PA on various dates. Northern Central Railcar Association EC Dean L. Grote call [717-637-7647](tel:717-637-7647) or e-mail for details dizzydean55@embarqmail.com

Feb 1, 2022 - Jan 31, 2023 - GA

Cater Parrott Railnet

South Eastern Railcar Operators, Inc. will have work sessions on Cater-Parrott Railnet between Madison, GA and Newborn, GA. Barnesville, GA and Thomaston, GA Valdosta, GA and Willacoochee, GA on various dates. EC Frank Ahouse Ahouse.frank@yahoo.com [229-886-4707](tel:229-886-4707)

Feb 1, 2022 - Jan 31, 2023 - GA

St Marys Railroad

SERO will be having motorcar car runs on the St. Marys RR from St. Marys to Kingsland on various dates. Contact EC Jay Boggs boggsrr@bellsouth.net [904-910-5648](tel:904-910-5648)

Oct 5, 2022 - Jan 31, 2023 - TX

North East Texas Connector RR

Railroad Partners, Inc will host NARCOA motorcar runs and work sessions on various dates from Sulphur Springs east to Mt. Pleasant or west to Greenville depending on railroad operations. Approx. 60 miles RT either direction. EC Myron Malone [214-882-8756](tel:214-882-8756) malonemg@geusnet.com Details at: http://www.railroadpartners.org/run_info/netc/network2021.htm

HOW DID YOU GET INTO THE HOBBY? BY ROGER FARRELL

Typical of many children of my generation, I had an early fascination with trains. This carried into my adult years as well. In the early 1990's, a railfan named Ken Vogel from Pullman, WA started a railroad enthusiast group. Of course, I joined the group. We became known as the Palouse Empire Rail Society (PERS). We met once a month to discuss trains and invited guest presenters to entertain us. We started a Christmas train layout for the public. We organized a yearly swap meet. We went on excursions as a group.

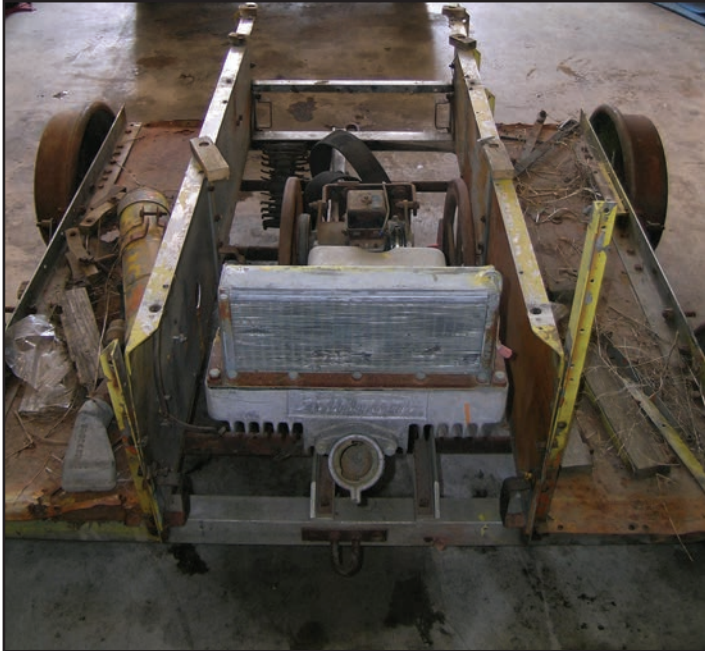
In 2006, the Washington, Idaho, & Montana Historical Preservation Group, a non-profit organization in Potlatch, ID, contacted our organization looking for volunteers to help with something they called Speeder Days. It was a fund raiser for their ongoing restoration of the WI&M depot in Potlatch. I volunteered and it was one of the coolest things I had ever seen!



Tomas Burg, author of "White Pine Route" on the right, with Roger who volunteered to help load passengers and went dressed as a conductor.

I had no idea there was a group (NARCOA) that offered its members organized railcar excursions. I decided someday I would find a motorcar of my own and join the hobby

In 2011, I got my opportunity. A friend had purchased an M19 in parts and pieces a few years prior. Due to life changes, he offered to sell it to me, and the adventure began. I have always enjoyed mechanical challenges, but this was unlike anything I had ever wrenched on.



This is my “farm fresh” M19 as I bought it. I made sure to check out the underside of my proud purchase.



I connected with a man who has restored numerous “poppers” and a great friendship developed. I visited him and took many pictures. He

got me started on the motor by removing the flywheels and some other things. When I had a question, I could email him and sometimes attach a picture of an item and ask, “what is this?” I also had many conversations with Dean Mark at Fredericksburg Shops.

A buddy of mine, also in our PERS group, gave me a corner in his shop to complete the ground up restoration. He allowed me a year to complete it! As you might expect, we became closer friends during this time. I met my deadline,



The M19 restoration was nearly finished here.

joined NARCOA, and in 2012 was mentored in my M19. I have bought and sold several over the years since, and I currently have my M19, an MT19, and an MT14. My wife has embraced the hobby and since we retired, we are enjoying more excursions, and able to travel farther. See you on the rails!

How did you get started in the adventure of owning and operating a motorcar? Did you spot one off in the weeds or see an excursion rolling by? I'm looking for your story, and a couple of pictures. How about a shot of your first motorcar, maybe another pic of what it looks like now. Send me your tale on the rail.-Ed.