

# FLAGS!

## BY DICK RAY

Have you ever dropped your flag?

I know I have. Nearly every meet there is a radio call asking the rear car to pick up a dropped flag. With a two-cycle car there are a lot of levers to attend to while preparing to stop.

Possibly the reason that NARCOA requires two flags is so that when, not if, you drop your flag you will still have a spare.

I finally got tired of losing my flag so I devised a method of securing the flag. A small dog leash attaches the flags to the motorcar. The picture shows all the items used.

I carved a flat into each side of the wood handle, and then attached a loop of metal to the handle with an 8-32 screw and locking nut. A cable clamp was used on one flag and I made the other loop out of hobby shop brass strip, covered with shrink tubing. Then a tight wrapping of the attachment area with electrical tape finished off the conversion.

Each front corner of my M9 contains two hooks similar to the one shown. The clip on the end of the leash goes on the lower hook while the flag hangs from the upper hook. This allows the flag to be removed easily for flagging a road crossing.

While I retained the attachment on the “dog end” it would be simple to remove it and replace it with a metal ring of some kind. That would make it easier to remove the flag without having to deal with the “clasp” used for the dog collar.



## BY TOM FALICON

As our excursion season rolls into full swing I'd like to take this time to remind you of the valuable role that assistant EC's play on every excursion. It's impossible for the EC in charge to be in ten places at once, but by enlisting the help of assistants and getting all of them on the same page with a pre-excursion job briefing, the entire length of the excursion consist can be monitored and kept safe every mile of the trip. Remember that if there is a change of conditions during the event an additional job briefing must be held in order to keep all assistants updated. For those of you that are not EC's or excursion assistants I urge you to also get involved. If you see a potentially unsafe issue taking place, you will not be considered to be pushy or butting in just because you are stepping up and acting as a concerned NARCOA member that's working to help keep NARCOA's excellent safety record intact.

I'd like all of you that are reading this column to keep in mind that we are hobbyists operating on railroads where non-compliance to federal safety regs is not an option.....for the future of our hobby please make it your goal to obey all NARCOA rules and any additional requirements that the host RR's ask of us.

Let's all work together to have a fun and safe excursion season!