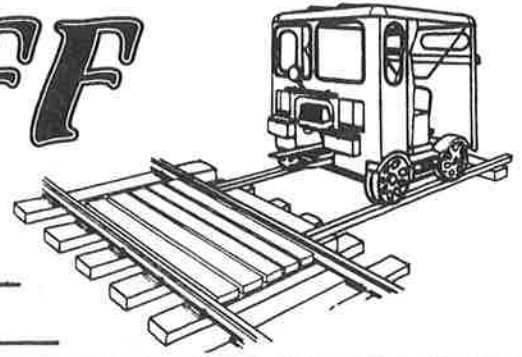


Dick Ray

THE SETOFF

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

Fall, 1987



EDITORIAL

MOTOR CAR SAFETY

How safe are you when you operate your motor car? I kinda' get the feeling that most of us don't think about safety often enough...well, we should!

I think that perhaps speed is the most critical aspect when we are operating our cars. When rolling down the rails, do you average 15-20mph, or 25-30mph (or, heaven forbid, faster)? It definitely makes a big difference if your car leaves the rails!

Recently, one of our NARCOA members, was involved in a derailment on a line near my home while driving a larger gang car (he was out on the line to do some track work). Fortunately the speed of the car was not in excess, when it left the rails. I found out that the car that he was driving was not his own, (apparently the gauge of the rear wheels on the car was narrow and it had never been checked by the car's owner) and as the car entered a short section of trackage that was "wide gauge", (probably from summer heat expansion and contraction) it left the rails.

The end result was that the car travelled about 20-30 feet on the ties, before it came to rest at a 45-degree angle on the outside of the left rail. The result was a very shaken driver who luckily only received a stiff neck from the ordeal. The car, unfortunately faired a bit worse, with substantial damage to the step boards and other hardware. Thankfully, the railroad has prohibited further operation of the car over their line until the gauge problem is fixed.

COVER PHOTOS

Top - Back in 1950, Jim Findlay photographed this East Jordon & Southern motor car along with a Fairmont weed cutter. The East Jordon & Southern was a northern Michigan shortline that was abandoned in 1961. Photo By Jim Findlay

Lower - An ex Western Maryland, Fairmont M-19 twin, owned by NARCOA member David Rose, poses after dark, alongside Delaware & Ulster Alco S-4, No. 1012, during the fall regional NARCOA motor car meet September 25-27, at Arkville, New York. Photo By Doug Leffler

The point I'm trying to make to you folks is that, yes, it can happen to you! Please keep that speed down! Also, keep your car in top notch operating condition, check the brakes and wheels regularly. Don't follow too close to that car in front of you (allow at least 500 feet). When passing over switch points, and through station areas, **SLOW DOWN!** And please, be extremely careful at grade crossings (this is a perennial problem). In short...**ALWAYS KEEP SAFETY FIRST** when riding the rails.

A NOTABLE QUOTE FROM
"THE TRACK INSPECTOR"

"Nothing could be finer, than to ride in the M-niner in the mor-r-r-ning!"

THE SETOFF

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THE SETOFF is published quarterly by the North American Railcar Operators Association (NARCOA), to promote safe operation of railroad motor cars, and to encourage fellowship and exchange of information among motor car enthusiasts.

Additional information about NARCOA can be obtained from Joel Williams, Box 82, Greendell, New Jersey 07839. Subscriptions to THE SETOFF are \$10.00 per year, and are available from Doug Leffler, 622 Pawnee, Jackson, Michigan 49203

**DELAWARE & ULSTER RAILROAD HOSTS
1987 REGIONAL NARCOA MOTOR CAR MEET**

By Joel Williams and Dick Ray

The Delaware & Ulster Railroad of Arkville, New York hosted a regional fall NARCOA motor car meet on September 25-27. Nestled in the beautiful Catskill Mountains, The D&U Railroad accomodated over 60 participants with 25 motor cars from 8 states for a cool, but sunny weekend. A good variety of track cars were represented, including cars built by Buda, Sheffield (Fairbanks-Morse), Northwestern, and of course Fairmont.

The activities started Friday evening, with a run up the 1.4% grade to Fleischmanns. On Saturday morning, the run was repeated, and a group photo was taken with the attendees in front of the old Fleischmanns depot.

Later in the afternoon, the skills contests were held in the yard at Arkville in front of the Arkville depot. The D&U excursion train customers were delighted with these extra events. At 4:00pm, the motor cars followed the excursion train along the scenic east branch of the Delaware River to Halcottville. After passing the waiting excursion train at Halcottville siding, the cars continued up the line to Roxbury.



D&U chief mechanical officer Vic Stevens looks down from the cab of D&U Alco S-4 #1012, during the Arkville meet. Photo By Ernie Jeschke



Dick Ray's #67 is shown (driven by Doug Leffler, and assisted by "switchman" Mark Landgraf) during the skills contest in the Arkville yards. The Leffler/Landgraf team came in second place. Photo By Dick Ray

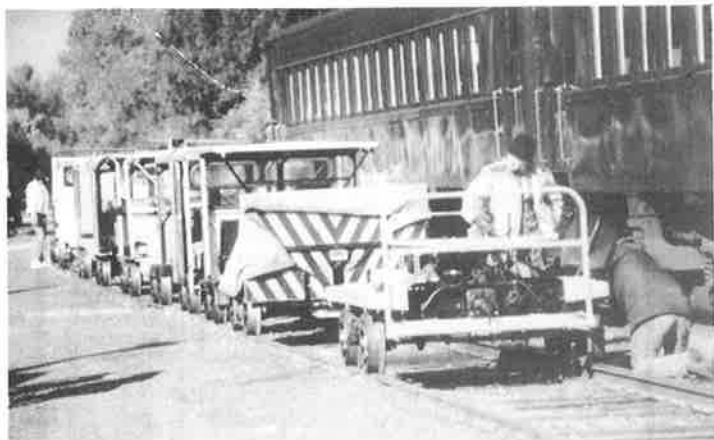


During the run to Roxbury, the cars pose for a group photo at Halcottville. Photo By Ernie Jeschke



Upon returning to Arkville in the early evening, the attendees were treated to the NARCOA-furnished buffet dinner in the D&U enginehouse, which was catered by the Railz restaurant in Arkville. Following the dinner, the awards were presented by "MC" Fred Furringer. John Knight won the long distance award, which was a section of worn out tire mounted on a plaque. The oldest car award was accepted by Bill Haysom, who brought a 1928 Buda, belonging to the Kingston Model Railroad Club. The skills contest was won by David Rose, with Doug Leffler taking second place. In the acceleration contest, the winners were: single cylinder, John Eppler; Twin cylinder, Ernie Jeschke; and four cylinder, Jerry Pentaleri.

Following the awards, video tapes of other runs were shown at the local firehouse, while Doug Leffler conducted a night photo session with the D&U equipment as a background for the visiting motor cars.



Some of the motor cars represented during the Arkville meet are shown alongside of the D&U passenger coaches, prior to a run to Roxbury. Photo By Ernie Jeschke

A Sunday morning trip of cars left ahead of the passenger train, so the motor car owners could get photos of their cars by the lake. Then on to Roxbury, for the run to end of track, and a lunch break. After the return to Arkville, the best car award was presented to Ken Kurdt, who brought his Fairbanks-Morse Model M-101, plus a hand pump car. Ken was dressed in a period costume, complete with a beard and derby hat!

A late afternoon run to Roxbury included Jim Baird and others who hadn't had enough yet! The Delaware & Ulster Railroad is looking forward to hosting another NARCOA motor car meet next fall, and the response from the reader opinion survey that was handed out, indicates that the participants are looking forward to it again also.

THE FAIRMONT M-19 INSPECTION CAR

By Joel Williams
Western Maryland M-19, No. 334

(Ed. note: This article is the first of a series on various types and brands of motor cars (ie, Fairmont, Sheffield, Buda, Adams, etc.). We hope to cover a different car in each article, over a period of many months, however, we won't necessarily cover a different car type in each issue, depending upon space limitations. If you are interested in participating in this series, either with text or photos of your favorite car, (no more M-19's, since this one is complete) please contact either Doug Leffler, or Joel Williams).

Fairmont Railway Motors, Inc. was the largest of the many motor car manufacturers, and they are still in business today, making not only motor cars, but railway maintenance equipment and HyRail equipment. Located in the city of Fairmont, Minnesota, Fairmont Railway Motors originally started in business by building small gasoline engines for farm use. Fairmont's first railroad product was a motorizing kit for hand cars.

Perhaps one of Fairmont's most popular motor cars was the model M-19 inspection car. An inspection car is classed as being able to transport 1-4 men, and is used for inspection and light maintenance, such as signal, telephone, and light rail repairs.



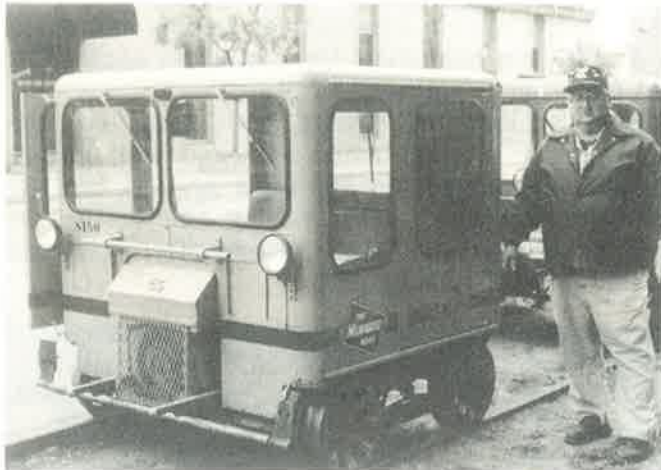
NARCOA member Terry Durkin has perhaps one of the largest collections of motor cars in the west, Shown above is one of his many M-19's, in the process of being restored by good friend Brett Tallman. Photo By Brett Tallman

The modern M-19 weighs about 800 pounds, and has a top speed of 35-40 mph, depending upon which engine is intalled in the chassis. A new M-19 is now built with a substantial amount of aluminum, including the cab, however, before the 1950's, (and for a short time afterwards) the cars had steel cabs.

The M-19 has a 36-inch wheel base, and employs a differential axle in front, which allows easy turning of the car with the extendable lift handles in the rear. The rear axle is also the drive axle which is equipped with a replacable pully for the famous Fairmont endless cord belt drive mechanism. both axles are insulated, to keep the car from shorting signals and crossing protection circuits (as a reminder to M-19 owners...be especially careful at grade crossings, since the M-19 will not activate flasher signals).



Parker Tagsold's "Super Chief" is an example of a fairly late model M-19, with aluminum cab. Parker has not only used his "painter's licence" in designing his version of an AT&SF motor car; he has also installed comfortable "captains chairs" for those long runs! Photo By Joel Williams



Jon Knight of Rockford, Illinois recently purchased this neat MT-19 from the Soo Line Railroad, who was thinning out their roster of former Milwaukee Road motor cars. Photo By Joel Williams

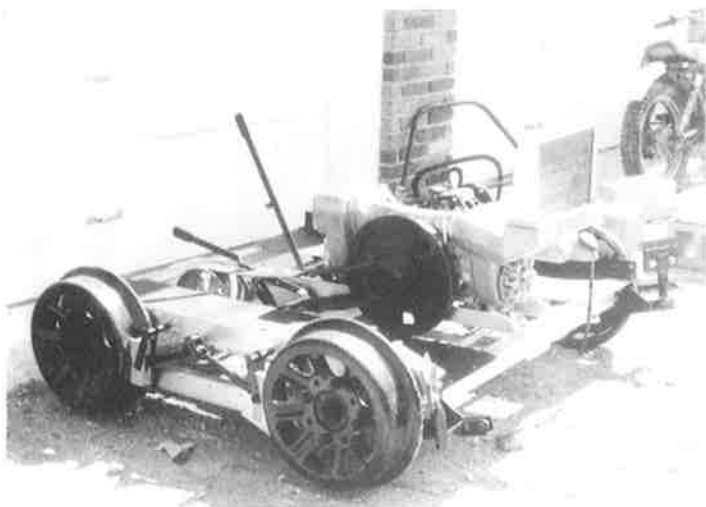
The M-19 is set up in the chassis with the engine placed nearly directly over the front (differential) axle. One might be tempted to say that this is not good for traction, however the folks at Fairmont had a few other considerations in mind when they designed the car this way. First, the car is much easier to balance when lifting the car from the rear (with the handles extended) during set on and set off. Secondly, the extra weight in the front makes the car much safer for tracking, particularly over bad track. Keep this in mind when running in reverse...keep your speed down.

The M-19 was powered by three basic engine configurations; the single cylinder, two-cycle, flywheel-equipped OD ball bearing, or RO roller bearing engine; the RK twin cylinder, two-cycle, flywheel-equipped roller bearing engine; and the Onan twin cylinder, opposed piston, air-cooled engine.

The RO and RK engines are built entirely by Fairmont and are water cooled by means of a water jacket/condenser. As the water surrounding the engine boils, steam enters into a small radiator-like device called a condenser that cools the steam so that it can flow back into the water hopper for cooling (It is not uncommon to see a Fairmont OD or RO/RK engine exhausting excess steam out the overflow pipe during this cooling process). Some of the earliest engines had only a water hopper with no cooling condenser to which you added water as it boiled away.

Over the years there were various power ratings for the Fairmont engines. The modern OD and RO engines are rated at about 5-9 BHP, while the twin cylinder RK is rated about 4 or 5 horsepower more.

Fairmont engines are all started with a hand crank (just like Aunt Martha's old Model "T" Ford), and they are designed to operate by using a crankshaft-mounted "timer", which makes and breaks contact by means of a "wiping block" on the shaft. The timer spark is manually "retarded" or "advanced" with a lever that extends from the timer to the control plate in the middle of the seatboard. Ignition is provided by a direct-ignition 6- or 12-volt coil (usually supplied by Pontiac Coil Co.) that employs adjustable "vibrator" points (similar to the old Model "T" Ford coils).



Joel Williams photographed his M-19 twin (ex WM #334) in various stages of assembly, while under restoration. Notice the distinctive configuration of the opposed-piston, twin-cylinder Fairmont engine.

Fairmont engines run equally well in either the forward or reverse position. Engine reversal is accomplished by placing the spark advance lever in the appropriate position, shutting off the ignition, and then pulling the ignition switch on just before the engine stops...this causes the engine to "kick" in the opposite direction. The spark is then set in the advance position, and the car is driven in the selected direction.

For folks who don't care to go through the process of reversing the engine with the procedure mentioned above, Fairmont designed just the M-19 car for you! Designated the MR-19, this car has an additional pulley and drive belt, which enables the driver to reverse the car, without the need to reverse the engine. Apparently the design wasn't all that popular, since MR-19's are fairly rare.

On the latest versions of the M-19, Fairmont has installed the electric start Onan opposed piston air-cooled engine. Designated the MT-19, this version of the popular inspection car has a gearbox with two speed forward and reverse options. The car is driven by a chain drive to the rear axle. Many of these cars equipped with Onans have been sold since the late 1960's until the present (Fairmont still offers their original two-cycle OD, RO and RK engine as a replacement, but they will no longer install it in their cars, if you were to buy a new one).

That's the basic M-19...a car that a lot of NARCOA members own. In our next article we will cover Fairmont's "little sister" inspection car, the distinctively different model M-9.

WE'D LIKE YOU TO MEET THIS NARCOA MEMBER...

Rose "Rusty" Hines
855 Shadowlawn
Inkster, MI 48141

"I guess I was meant to be "trained"... so says NARCOA member Rose ("Rusty") Hines, of Inkster, Michigan. "My parents first met at the site of a train derailment in 1937, near Maybeury, West Virginia." "They said that the boxcars of peanuts (along with other things) were scattered all over the mountainside." Rusty, (as she is usually called by her Husband Phil, as well as her friends) was born nine years after the train wreck, and was raised in Westland, Michigan. She fondly remembers trips home to West Virginia and seeing the coal trains struggle with as many as five steam locomotives pulling and shoving to get the coal over the mountain across the road from her grandparents home.

Rusty's love of trains was "put on the siding..." for a time while she and Phil dated, married, and raised son Jim (now age 21), but the facination returned after seeing the arrival of Ross Rowland's ex C&O "Greenbrier" On The Chessie SAFETY EXPRESS.



Rusty and Phil Hines pose next to their ex Conrail M-9 during the third annual NARCOA convention at Clinton, Michigan. Photo By Phil Hines

Rusty first became interested in obtaining a motor car for Phil (who is also a railfan and NARCOA member) in 1984, after a visit to Cincinnati. "There she sat...atop a grassy knoll" said Rusty, as she saw the blue Conrail (ex NYC) M-9 at the entrance of Conrail's Sharonville Yard.



"...It was a striking display for any railroad buff..." After that first visit to Sharonville, Rusty went on a letter writing binge to Conrail, to see if she could get the car for their 20th wedding anniversary. Two months later, she received the good news from Conrail...the car was theirs, "as is, where is". Elated, she gave the news to Phil, but it bothered Phil's conscience to dismantle the display. After another letter to Conrail explaining the situation, Rusty received a note back from them answering "...if you don't someone else will." Thus, the Conrail M-9 became the first motor car in the Hines family.

Since that first acquisition, four more motor cars have joined the Hines "roster". "Even though the "blue" is usually considered mine..." says Rusty, "...In truth, Phil and I share the chauffeur status." "I really enjoy being with Phil in the M-9, hearing the "pop" of the engine, and smelling the oil smoke in the air." "The journey affords time for thought and reflection, with contentment being the end of the line...plus my coffee never tasted better!"

In addition to the rail hobby that Rusty and Phil share, she somehow finds time to work part time, play the hammered dulcimer, edit a newsletter, play the piano, and occasionally reads, and crochets. "I think that NARCOA is a wonderful way to enjoy the motor car hobby...it attracts so many NICE and interesting people!" says Rusty.

Rusty and Phil participated in the night photo session, during the NARCOA meet at Arkville, NY. The former NYC M-9 is shown with the D&U Brill gas electric in the Arkville yards. Photo By Doug Leffler



FOR SALE

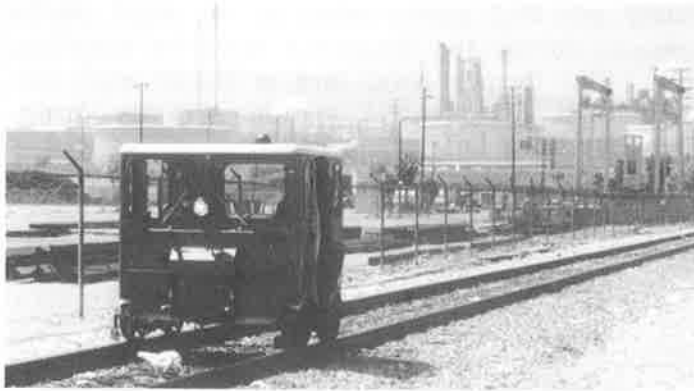
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Top- At first glance, it would appear that editor Doug Leffler's 1951 ex NYC Fairmont M-9 has been "abandoned" in the middle of a field...in fact, the car is actually in the lineup (on the old DT&I interchange track at Tecumseh, Michigan) for the motor car "parade", during the second annual NARCOA convention, over a portion of ex New York Central trackage owned by the Southern Michigan Railroad Society, Inc. of Clinton, Michigan. Photo By Doug Leffler

Brett Tallman caught this clean Fairmont MT-19 on the Harbor Belt Line in Los Angeles in 1985.

Bottom- Dick Ray photographed this BN (ex GN) Fairmont A-5 in 1983, at Steilacoam, Washington



THE SETOFF

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