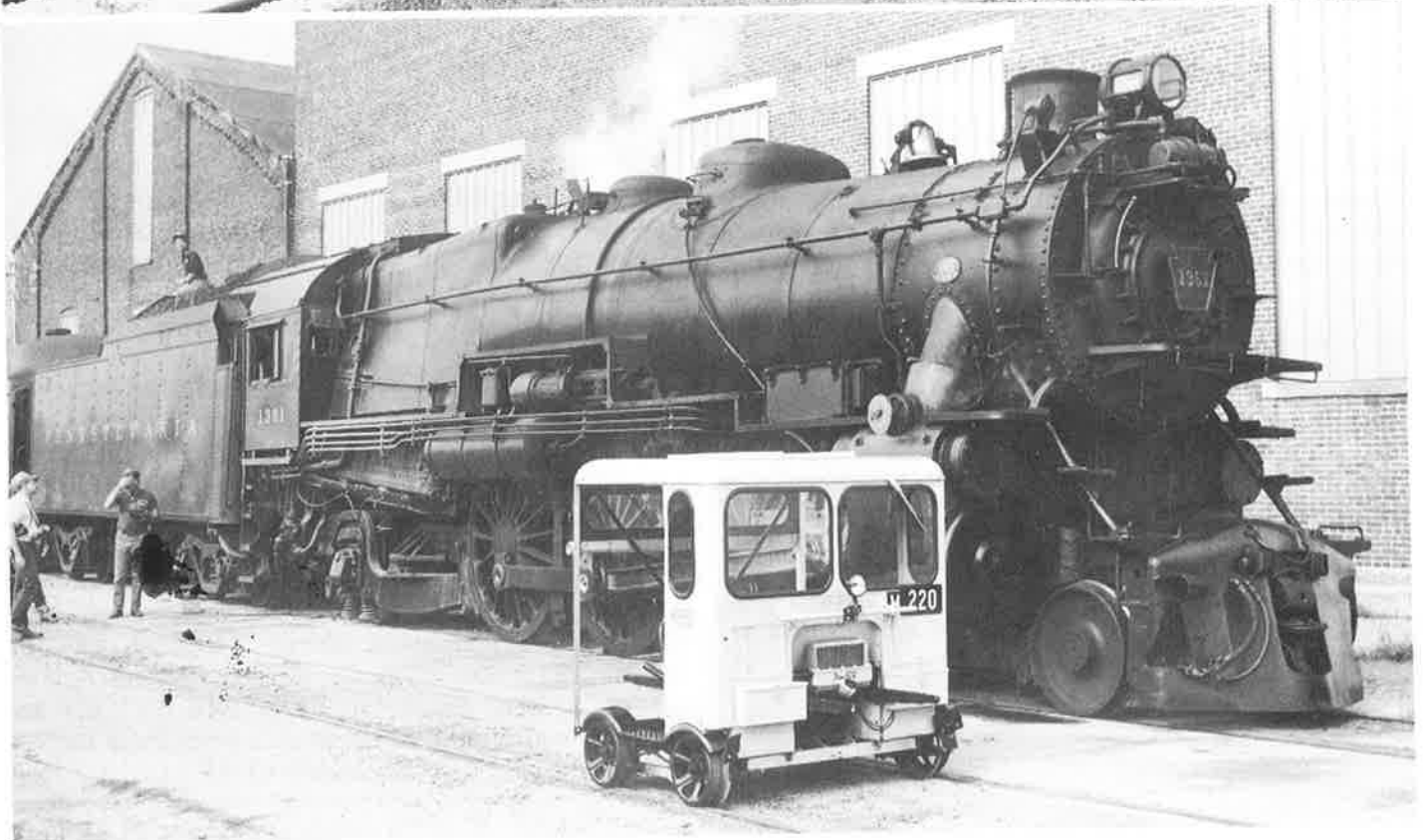
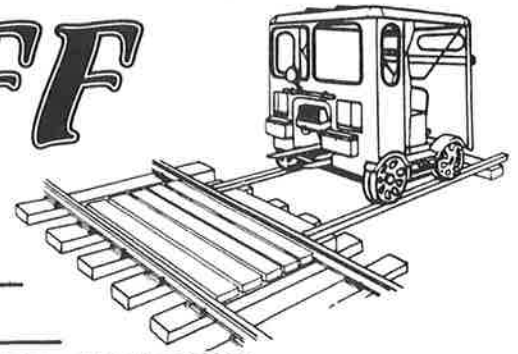


Dick Ray

# THE SETOFF

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

Fall, 1988



## TENTATIVE WESTERN TRACK CAR MEETS

### SIERRA RAILROAD TUOLUMNE BRANCH

Western editor Brett Tallman has informed us that the Friends of the Sierra Railroad (FSR) have reached a tentative agreement with the owners of the former Westside Lumber Company about trackage rights over certain sections of the old Sierra Railroad's Tuolumne Branch at Tuolumne, California. The Tuolumne branch was slated for abandonment prior to the FSR involvement, which saved the line for excursion use. The Tuolumne line is reportedly one of the most scenic portions on the Sierra route, having been used for the filming of many motion pictures in earlier years.

Brett's friend, FSR coordinator Bruce Cassasa has mentioned that seven track car owners have responded to an earlier request printed in THE SETOFF, for volunteer operators to provide rides over the route. Now that this last hurdle of trackage rights is nearing completion, the FSR group would like to sponsor a track car meet on the line in the spring. For you readers in the west, we encourage you to support the proposed meet by writing Brett Tallman at: 3354 Fuchsia Street, Costa Mesa, CA 92626. Please include a stamped self-addressed, envelope for return information regarding the meet.

### SONORA-BAJA CALIFORNIA RAILWAY

Brett has informed us of a tentative motor car meet on the Sonora-Baja California Railway's Tijuana & Tecate line. Contact Brett at the above address for more details; and again, please include a SSAE for return information, when writing to Brett.

## COVER PHOTOS

*Top* - The "wine train" of the Kalamazoo, Lake Shore & Chicago Railway meets a group of motor cars at Lawrence, Michigan, during the NARCOA meet on the KLS&C on July 30, 1988. *Bottom* - Editor Doug Leffler's 1951 ex New York Central M-9 poses next to the Pennsylvania Railroad K-4, during the NARCOA meet at York, Pa. on August 26-28.

## A NOTABLE QUOTE FROM "THE TRACK INSPECTOR"

"That hand operated windshield wiper will be more than adequate, since I never run my track car in the rain."



# 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

## NARCOA MEMBERS PARTICIPATE IN RAIL EXPO

By Walt Matuch  
(Jersey Central MT-14, )

Without a doubt, one of the largest railroad shows in the country is the Rail Expo, held at Liberty State Park, in Jersey City, New Jersey. The park, situated across from Manhattan, and adjacent to the Statue Of Liberty complex, is at the site of the former Jersey Central Railroad terminal at New York Harbor. The former terminal was abandoned in 1967, and was restored (in the form of a state park) by the state of New Jersey, in 1986.



*The Rail Expo at Liberty State Park featured operational track cars this year. This view shows the group with the twin towers of the World Trade Center in the background.*

*Photo By Walt Matuch*

On Sunday, June 5, 1988, NARCOA members Joel Williams, Dick Ray, Bill Sternitzke, Dave Rose, Tom Hauck, Walt Matuch, Bruce Makley, and Dave Hope of the Wilmington & Western participated in the Rail Expo with a display of operating track cars. Yes, *operating* cars on specially fabricated track that was brought in and placed in approximately the same location as the original CNJ trackage. The NARCOA cars were displayed in the company of some "big guns" in the railroad world, such as Amtrak, Conrail, NJ Transit, and New York, Susquehanna & Western Railroad, who also participated in the event.

Over 6000 visitors attended the expo, and NARCOA received quite a bit of attention from the visitors. In May, 1989, NARCOA expects to have an even larger display, when the state of New Jersey celebrates the 140th birthday of the Central Railroad Of New Jersey, and the 100th birthday of the terminal.

## WEST JERSEY SHORT LINE R. R. HOSTS NARCOA TRACK CAR MEET

By Walt Matuch  
(Jersey Central MT-14, )

On Saturday July 9, 1988, NARCOA members Walt Matuch, Joel Williams, Dave Rose, Walt Antonik, Dick Ray, and Lloyd James were the guests of Tony Macrie, general manager of the West Jersey Short Line Railroad. Mr. Macrie had arranged for these NARCOA members to operate their track cars over his railroad for the day.

The West Jersey Short Line, operates freight service on 18 miles of recently upgraded trackage between Salem and Swedesboro, New Jersey. The line was formerly owned by the Pennsylvania-Reading Seashore Lines, which ultimately merged into Penn Central and Conrail. The purpose of the trip was to introduce the concept of NARCOA-organized track car meets to WJSL officials.

Even though the West Jersey is a freight hauling railroad, they recently acquired a number of ex Pennsylvania-Reading Seashore Lines Budd-built RDC cars which will be used for special passenger runs. Before inspecting the line the visiting NARCOA members were able to spot their cars adjacent to the "new" RDC cars for photos. The members found the line to be in very good shape, due to the rehabilitation efforts by the railroad. A nice park, adjacent to the main line provided a lunch stop for the crew.

All in all, the West Jersey folks were impressed with the safety-conscious, professional approach that the NARCOA attendees presented. In fact, the railroad has granted permission for another meet on the railroad this November. Many thanks to Mr. Macrie and the West Jersey Short Line for this fine meet!



*The participants in the West Jersey Short Line track car meet were able to photograph their cars next to the West Jersey's "new" Budd RDC cars.*

*Photo By Walt Matuch*

## WILDERNESS RUN ON THE ESCANABA & LAKE SUPERIOR RAILROAD

By **Jim Lindholm**  
(Grand Trunk Western M-19)

On July 16 and 17, 1988, a motor car meet was held on the Escanaba & Lake Superior Railroad, sponsored by the Motor Car Collectors of America (MCCA). This was truly a wilderness rail trip, operating 92 miles each day between Channing Michigan and Ontonagan, Michigan, with an overnight stay in Ontonagan.

The Channing to Ontonagan trip was on a portion of former Milwaukee Road trackage that use to run to Green Bay, Wisconsin. The line has been operated by the E&LS since 1980, and was purchased by them from the Milwaukee Road in 1984. The line was in poor condition, when the Milwaukee Road departed the scene, and with funding from the State Of Michigan, the roadbed is being substantially upgraded. We saw evidence of track improvements on over half of the 92 miles that we traveled. A contractor from Minneapolis is replacing 75 pound rail, rolled in 1899 with 110 pound rail, rolled in 1946.

There were about 28 motor cars for the run including a classic Pontiac HyRail station wagon (owned by NARCOA member Eric Schwandt) as well as a late model HyRail equipped Blazer. The E&LS also had two HyRail trucks stationed at the front and rear of the group as escorts. The E&LS HyRail trucks used radio, to keep the group within a three-mile limit, from front to rear.



*This beautiful ex Northern Pacific Railway Pontiac HyRail car, was one of over two dozen railcars to make the 2-day run on the Escanaba & Lake Superior Railroad. The car is owned by Eric Schwandt of Monroe, Michigan.*

*Photo By Bruce Kibler*



*Three motor cars operated by Jim Lindholm, Jon Knight, and Jeff Dobek are lined up at Channing, Michigan, on the Escanaba & Lake Superior Railroad, prior to the run to Ontonagan. The Reserve Mining SD-9 is one of several leased locomotives used by the E&LS.*

*Photo By Jim Lindholm*

On the Saturday run to Ontonagan one of the cars developed a crack in one of the wheels, necessitating a setout at Mass City, 18.6 miles from Ontonagan. The E&LS provided a temporary spare wheel, and the car rejoined the group the next day. On the return trip Sunday, one of the cars had numerous stops, reportedly due to a bad fuel mix. At the midway point, Sidnaw, the car was attached to another car for a tow back to Channing.

Our Saturday run started out with a threat of rain, but later turned into sunny skies. Sunday was clear, with temperatures in the mid 80's. Many sidings along the line held boxcars for wood chips, and bulkhead flats for pulpwood. The biggest customer on the line is a paper mill at Ontonagan, the end of the line on Lake Superior. The track is well ballasted, with no weeds, and much of it goes through swamps. The mileposts were hard to spot, since they faced parallel to the track, not facing oncoming traffic, like most railroads.

The speed of our cars averaged between 20-25 mph, occasionally reaching up to 28mph, based upon reports from the HyRail operator's speedometers. Other than Ontonagan, no town that we went through had a population larger than 300, and grade crossings were few and far between. On U.S. or State highways, a flagman from the railroad provided flag protection.

The trip provided many opportunities to get off and stretch your legs during minor breakdowns along the way, and when cars were "bunched" back to the three-mile spacing. On an overnight trip such as this one, the cars do get a little "messy" looking, with all the coolers and extra clothing for the overnight stay. My ex Grand Trunk Western car made the 185-mile trip on one 4.75 gallon tank of fuel. Many others carried extra gas on board as a precaution, and many refueled at Sidnaw on Sunday. The trip was a great experience. The railroad was extremely helpful and hospitable, and an accident free trip was run by a great group of operators.

## RAILS TO LAHARPE A RIDE ON THE KEOKUK JUNCTION RAILWAY

By Jeff Dobek  
(New York Central M-19, M410)

The weekend of August 6-7, 1988 was the date of the Motor Car Collectors of America (MCCA) motor car meet on the Keokuk Junction Railway in Illinois. This was the second time that the Keokuk Junction Railway hosted a motor car meet.

The weekend was split up into two events. A motor car display, was held on Saturday, in conjunction with the Western Illinois Threshers Association annual show at Hamilton, Illinois. On Sunday, a motor car run was held over the Keokuk Junction Railway, from Hamilton to LaHarpe.

For the Saturday display and show, the motor cars were placed on sections of track at the association's grounds, where they have a permanent display of a former Toledo, Peoria & Western depot and bay-window caboose. MCCA member Buck Cameron, who is caretaker of the depot, and who coordinated the events, has two ex TP&W Fairmont S-2 motor car on display beside the depot.

## WINTER STORAGE FOR YOUR MOTOR CAR

By Dick Ray  
(Western Maryland M-9, No. 67)

Storing a motor car for the winter is a necessity for most of us. If it is done properly, we can be back on the rails in the spring with a minimum of hassle.

First the fuel should be stabilized. Gasoline starts to turn to a varnish-like substance after about two months, but stabilizers are available to slow this process. To get the treated fuel into the carburetor, the float bowl should be drained, and enough fuel should be allowed to run through the lines to insure that all of the untreated fuel is removed and replaced with treated fuel.

Next is the problem with possible water in the fuel. If the fuel tank is nearly empty, water will condense in it, sink to the bottom, and cause rust. Keeping the tank full at all times will prevent this. Of course the fuel strainer bowl should be drained and cleaned prior to storing the car. The use of dry gas should be avoided, since it may attack the materials in these old fuel systems. The fuel strainer bowl is a good water trap anyway.



*This Fairmont M-19, an ex TP&W car was posed next to the TP&W station at LaHarpe for photos, during the MCCA motor car meet on the Keokuk Junction Railway.*

*Photo By Jeff Dobek*

The ride on Sunday featured 15 motor cars and the Keokuk Junction's HyRail truck. The cars were set on the rails at a quarry in Hamilton, before departing eastward over the former TP&W Third Subdivision to LaHarpe, 28 miles away. Sunday was one of those near 100° days, and all of the attendees really felt the heat, especially those on open air cars, like the one the writer rode! The owner of the soft drink machine beside the tracks at Burnside (no pun intended) was probably surprised by his weekend sales, after the track car gang passed by! After arriving in LaHarpe, the only ex TP&W car in the group, a Fairmont M-19, was posed by the old TP&W station for photos.

It was a very hot and tired group that had arrived back at Hamilton that evening, but before dispersing, everyone agreed that it had been a good run.

The fuel should be drained in the spring, but it does not have to be discarded. The oil may have separated from the gasoline during storage, (this will cause hard starting and poor running), however, if the old mix is shaken up well and blended with fresh mix, it can be reused.

The motor car battery should be removed from the car and stored indoors, or you may wish to leave it in the car and periodically put a charger on the battery during the winter months. The low temperatures will not harm the battery if it has a good charge. The battery should not need a charge more than once a month, and if it loses its charge more often than this, it is probably near the end of its life.

When you prepare your motor car for winter storage, this affords an excellent time for thorough inspection. A lot of maintenance can be done in the winter. Parts can be removed and brought indoors for cleaning and repainting, and new parts can be ordered from Fairmont.



## KALAMAZOO, LAKE SHORE & CHICAGO RAILWAY HOSTS NARCOA TRACK CAR MEET

By Doug Leffler  
(New York Central M-9, M-220)

One of Michigan's newest shortline railroads, the Kalamazoo, Lake Shore & Chicago Railway, hosted its first NARCOA track car meet, on Saturday, July 30, 1988. The meet was based out of the railroad's headquarters at Paw Paw, Michigan, where the railroad regularly operates both passenger and freight service to Lawrence and Hartford, Michigan respectively. The KLS&C was formed in 1987, to take over the operation of Chessie System's Harford to Paw Paw, Michigan branch, which was slated for abandonment. KLS&C freight and passenger operations were initiated in late 1987.

The 13-mile route of the KLS&C meanders over the gently rolling hills of western Michigan. Along the way, the line passes through some of Michigan's prime vineyards, which produce some of the finest grapes used in the production of quality wines, at several wineries in Paw Paw. The resulting tourism associated with the wine region has been a boon to the railroad, enabling them to offer regularly scheduled passenger service with their "wine train", which runs between Paw Paw and Lawrence.

*The attendees at the KLS&C meet had a photo stop at this pleasant spot by Lake Cora.*

↓ Photo By Doug Leffler

For the meet, the KLS&C arranged for the track car participants to run the line between scheduled passenger runs. With the railroad operating four passenger trips between Paw Paw and Lawrence on Saturday, it took some tricky maneuvering to keep the track cars on schedule, so that meets with the train could be accommodated at Lawrence.

The first trip of the day departed Paw Paw a half hour before the first train trip. Several of the attendees were surprised at the "hill and dale" terrain that the KLS&C traverses, following the contour of the land, with no cuts and fills. This provided some interesting grades, almost like a roller coaster!

After turning the cars in the clear at Lawrence, and easing into the passing siding, the group waited for the arrival of the first KLS&C passenger run. With a whistle salute from NARCOA member Mike Woodburn's airhorn-equipped M-9, the KLS&C train eased to a stop in Lawrence, alongside the dozen track cars. During the 15-minute layover for the passenger train, the passengers detrained for a look at the track cars.

After the scheduled layover, the train departed Lawrence for the return trip to Paw Paw, with the track cars giving the train a 10-minute "jump", before following it back to Paw Paw. The afternoon run departed Paw Paw later than planned, however, the cars were able to increase their "lead" on the train, without adversely affecting the schedule. After lunch in Lawrence, the group made a side trip to Hartford, before returning for the final track car/train meet of the day at Lawrence.

A big "thank you" goes out from the area NARCOA participants to Mark Campbell, and his KLS&C Railway for hosting this fine meet!



## NARCOA PARTICIPATES IN K-4 WEEKEND

By Doug Leffler  
(New York Central M-9, M-220)



Most of you readers out there operate "classic" track cars...built in the period from 1940-1960. Can you imagine operating your vintage railcar in the company of another vintage railroad survivor from the past...a 4-6-2 pacific-type steam locomotive? Well, that's exactly what took place over the weekend of August 26-28, 1988 in York, Pennsylvania, when the famous Maryland & Pennsylvania Railroad (affectionately known as the "Ma & Pa") hosted the famous Pennsylvania Railroad K-4 steam locomotive #1361, and NARCOA.

This "twin billing" by the Ma & Pa Railroad, and the York, Pennsylvania chamber of commerce was the direct result of some intensive negotiations between NARCOA member Walt Matuch, the railroad, and the chamber, as part of a 150-year celebration of York and the area railroads. During the weekend, the K-4 hauled passengers over two different branch lines of the Ma & Pa, with the NARCOA attendees operating their cars opposite the K-4.

Between runs, the attendees had the opportunity to pose their cars alongside the K-4. The first run was made on Friday evening, over a portion of the Spring Grove line. With the large number of crossings in York that had to be flagged, this first run moved very slow, with too many people trying to "help" with the flagging. After a while though, a three-car-per-group flagging system was implemented, and the balance of the trip went much more smoothly.



On the run the following day, the flagging system worked flawlessly, and the group departed town, toward Spring Grove without a hitch. The warm temperatures and "Kodachrome" skies of eastern Pennsylvania prevailed for the trip over the Spring Grove line, as the attendees enjoyed the rolling pasture land and small towns, with row houses, along the way. A movie run was made during the return run, alongside a classic Pennsylvania farm.

After returning to York, the track cars returned to the siding next to the steam train, where several of the motor cars on the adjacent track were "bathed in steam" from the K-4, as the stylish Pacific slowly chuffed out the Ma & Pa's Northern Central line, with the cylinder cocks open. After dinner that evening, and after the K-4 was stored for the night, the NARCOA group was permitted to make a night run of the Spring Grove line. The run was made without a hitch according to some of the bleary-eyed operators that we talked to at breakfast the next morning (the run got back around 2:00am...you guessed it, the writer didn't go on this one!).

On Sunday, the K-4 ran the Spring Grove line, while the track cars ran the Northern Central line, where the Ma & Pa connects with another shortline; the Stewartstown Railroad. It was hoped that arrangements could be made to run the Stewartstown, however, we were not successful in this effort.

The York meet was an excellent opportunity to run not only on a freight-hauling shortline railroad, but also to "rub elbows" with a classic steam locomotive. The attendees really appreciate the efforts of Walt Matuch, and the hospitality of the Ma & Pa Railroad and the folks of York, Pennsylvania for this fine weekend!



## MOTOR CAR TRAILERS... ...MY APPROACH

By Mike Paul

(Chicago, Milwaukee, St. Paul, & Pacific MT-19)

A few months ago, fellow NARCOA member Joel Williams prompted me to write about a subject that is infrequently covered during discussions among NARCOA members, and that is motor car trailers.

Back in July, I attended my first motor car meet, on the Escanaba & Lake Superior Railroad. It was organized by fellow NARCOA member Hank Brown, and sponsored by the MCCA. I made it a point during my visit to look over the various types of trailers that the attendees used. Believe it or not, there were no two trailers alike! Some were very substantial (a 2-ton rating, I would guess), with tandem axles and surge brakes, while others were not so substantial...like mine!

My motor car trailer is a former snowmobile trailer (see photo). It is a 1970 vintage, and it looks it! It is a short two-place trailer, unlike the longer ones produced currently. In my opinion, the shorter variety is more preferable if you are only hauling one motor car. My experience with this snowmobile trailer during the mid-summer run (in 90° heat) up to the E&LS indicated that the small 8-inch wheels are pressed to the limit, bearing my 950-pound Fairmont MT-19, (plus the 250 lb+ trailer weight) and going 55 mph. My trailer has "B" rated tires, which are rated for a 620-pound load (each) at 45 psi. Thus, you can see my concern.

Although my wheel bearings had been repacked before my trip to the E&LS, I noticed that both my hubs and tires were warm after the 4-hour trip to Channing. Because of this maximum loading, I would generally not recommend using a snowmobile trailer, with the smaller wheels. Until I can justify the expense of a replacement though, I'll have to settle on what I have presently.

Adapting my snowmobile trailer for motor car use was quite easy. I bolted two 2x4's to the deck for the "rails", and bolted a boat winch to the center flange of the trailer bed, and I was in business. With the winch, I can easily load and unload my MT-19 by myself. Which reminds me...I didn't see one other trailer at the Channing meet with a winch! How do some of you guys handle that load if you're by yourself? I also noticed that nearly all of the trailers at the meet employed 12 to 13-inch tires (I saw only one other trailer with tires the size of mine).



*Mike Paul's "temporary" trailer is a 1970's vintage snowmobile trailer that he has modified for track car use. Note the winch, wood rails and small 8-inch wheels. (Ed note: Hey Mike, if you turn that MT-19 around to the front, the wind drag won't be so bad!)*

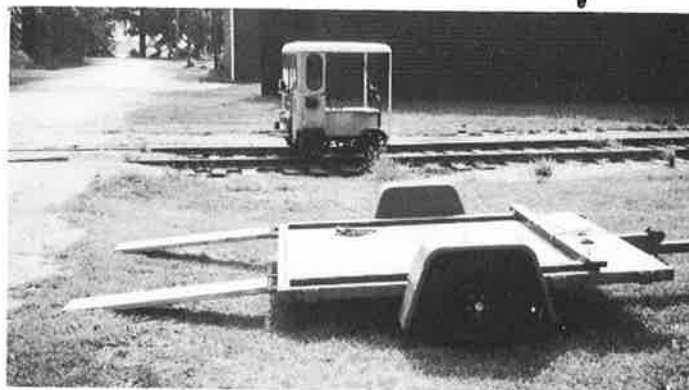
Photo By Mike Paul

If I used my MT-19 more often than I currently do, I could probably justify buying the type of trailer that I *really* want...a model UT6020S-1 trailer manufactured by the Chilton Manufacturing Company of Chilton, Wisconsin (phone 1-414-849-2221 for the dealer nearest you). The Chilton job is a low bed, tilt trailer with 13-inch wheels outboard the bed. The bed is 64 inches wide, (not the 60 inches like mine) with a length of 8 1/2 feet, which makes it ideal for towing a single motor car.

The trailer has a weight rating of 2000 lbs, (including the weight of the trailer) and it retails for \$649.00. My dealer indicated that he would sell one to me for \$532.00, so this indicates some "haggling" room. Additionally, Chilton offers a slightly larger unit with a 2500 lb capacity. The construction seems to be substantial on both versions, and the spring hangers even have grease fittings!

Now, if we only had more motor car meets in Wisconsin, I could see my Chilton trailer dream become a reality...

## EXAMPLES OF OTHER TRAILER APPROACHES





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

Stanley Conyer  
5235 Lockerbie Ct.  
Columbus, IN 47203

Our NARCOA member for this issue, Stan Conyer, is the proud owner of the #611...no not that famous Norfolk & Western 4-8-4 steam locomotive, but *Monon* #611, a 1969 Fairmont M-19.

Being the owner of genuine Monon equipment has got to be one of the neatest experiences for a died-in-the-wool Monon fan, and Stan has personified his interest in the Monon by restoring his M-19 to Monon specifications. He personalized the car by adding lights and an air horn.

"I obtained the car from Cecil Smith, the editor of *The Salem Leader* (the local Salem, Indiana newspaper)." So says Stan. "Cecil originally bought two M-19's from the Louisville & Nashville Railroad (the Monon merged into the L&N in 1971), where they had been used in signal maintenance service." "I traded him a hat and a bucket for the M-19...not a bad trade!" "When I got the #611, it was in complete condition, it only required cosmetic restoration to bring it back to a like-new appearance." "I also researched the history of the car."



*Stan Conyer's lineup of track cars is shown at the Indiana Railway Museum at French Lick, Indiana, along with the IRM's restored Monon caboos and former Ely-Lily GE locomotive.*

*Photo By Stan Conyer*

Another one of Stan's railroad interests is the Indiana Railway Museum at French Lick, Indiana, where he volunteers as conductor, and engineer for the museum's tourist train. In addition, he is the editor for the museum newsletter, *The Mainline*; he is also a IRM board member, and he headed the restoration of a Monon caboos. Stan also recently obtained another Monon motor car, this one an M-9, number 301. He also owned a Monon velocipede, until Late September, when he sold it to track car fan Dave Rose.

over →



*Dick Ray has modified this boat trailer for motor car use. In addition, he has installed a removable wind deflector to minimize wind drag. The trailer will accommodate either an M-9 or M-19 size car.*

*Photo By Dick Ray*



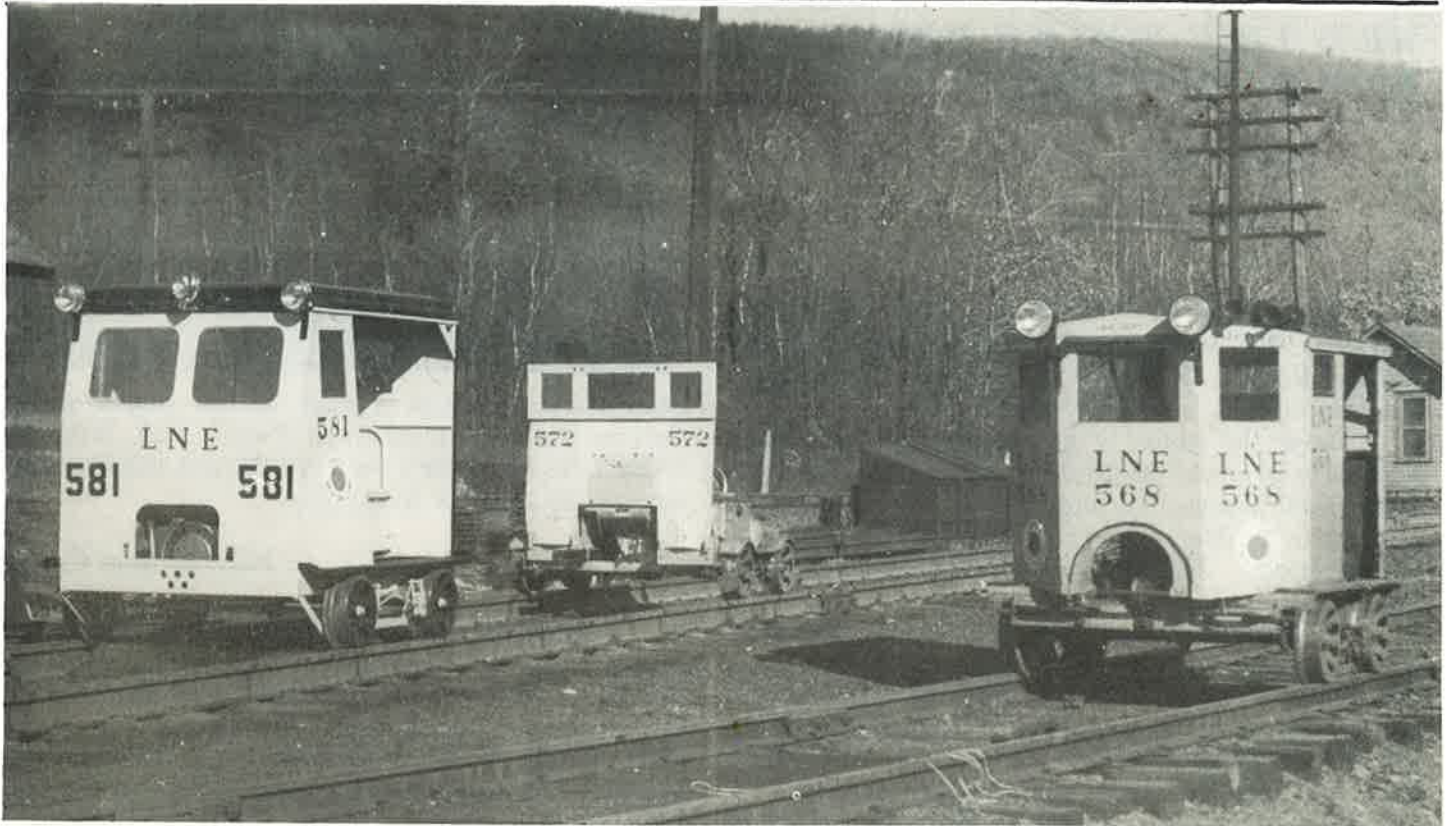
*Fred Furminger uses a stock snowmobile trailer that is slightly "beefed up". Fred uses the tilt feature to load and unload his car with a tongue-mounted winch. The wooden "rails" have indentations to keep the car from shifting (even though it is tied down with cargo straps).*

*Photo By Fred Furminger*

*Garrett Vandermeer, of Battle Creek, Michigan uses a small flatbed trailer with a drop axle and 14-inch tires. Note the winch on the trailer tongue and the wooden "rails".*



*Photo By Garrett Vandermeer*



*In the late 1940's, Lehigh & New England Railroad track worker Greg Unger photographed this neat lineup of L&NE track cars at Benders Junction, Pennsylvania. The small car without the cab is a Fairmont M-9, the other cars appear to have home-made cabs, and might be either Kalamazoo or Fairbanks-Morse cars.*

*Julaine Williams helps spot a motor car for a photo stop near Swedeboro, New Jersey.*



*Photo By Walt Matuch*

**WE'D LIKE YOU TO MEET...**

from Page 9

When Stan is not behind the throttle of an IRM locomotive, or helping out with the tourist train, he is usually out on the rails of the IRM, with the #611, helping to cut brush, and perform track inspection or other minor track repairs. "Last year the Indiana Railway Museum hosted a motor car meet...and we hope to have another one in the future."

While railroading is Stan's pastime, his occupation is an electronic technician at Hoosier Energy REC. Stan's wife Ruth, and son Jeremy enjoy the railroad hobby also, and they usually accompany him on the various NARCOA track car meets during the year.

**THE SETOFF**

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