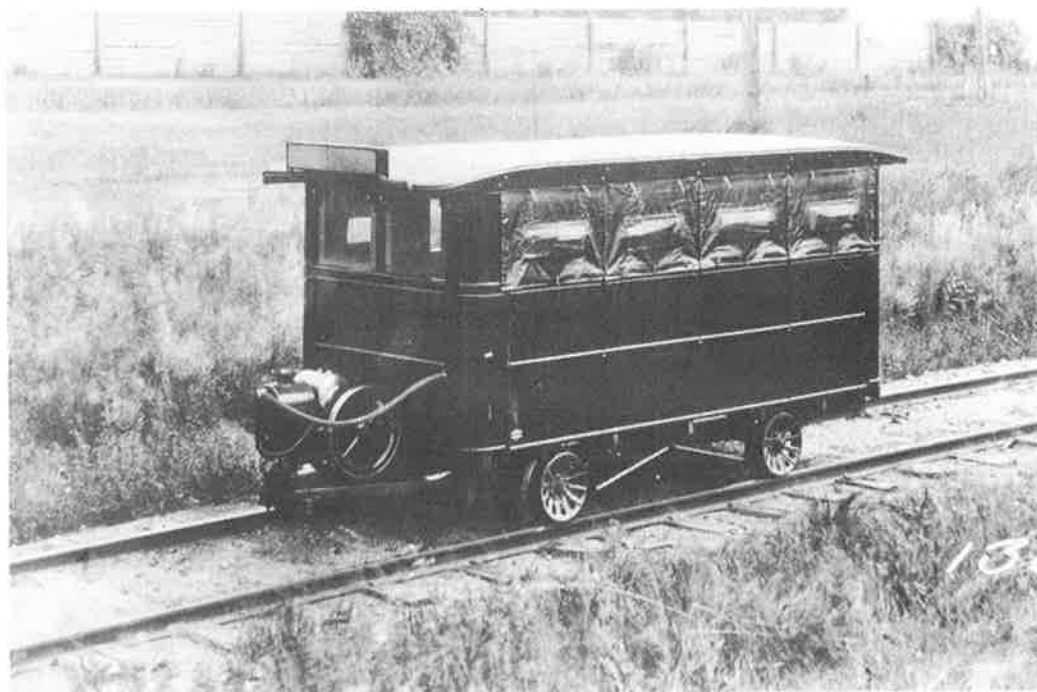
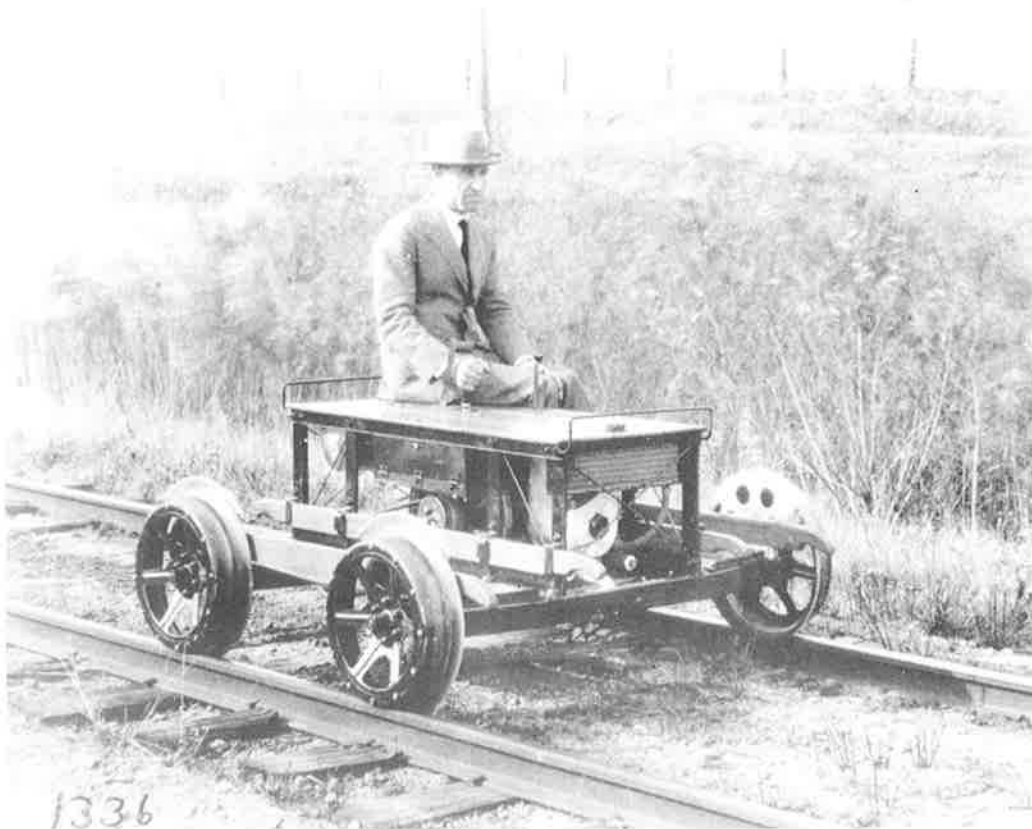
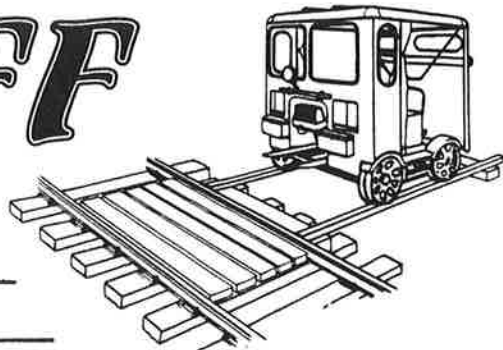


Dick Ray

THE SETOFF

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

Summer, 1989



ORGANIZATION NEWS

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

Dave Rose of Elmer, New Jersey sent in a number of manuals on the Sheffield/Fairbanks-Morse handcars and velocipedes, to be added to the NARCOA manual files. The handcar models include #1, #2, #9, #20, #31, #45, and #139. Velocipede models covered are #1 through #4, #16, and #19. The #19 model is a railbike.

Dave Williams of Poughkeepsie, New York has agreed to add his large number of manuals to the central file. As soon as Dave's manuals are indexed and copied, a new list of manuals will be available. We are still looking for the 23B, 16, and 216. Any other Kalamazoo information that members could send in for copying would be appreciated.

New members adding cars to the roster are Hugh Cain, of Norfolk, Virginia, with a 1948, ex Seaboard Air Line Railroad, Fairmont M-19; Pete Loscalzo, of Cherry Hill, New Jersey registered a 1988 Rail Rod II, which he purchased new.; George Templin, of Long Beach, California added an ex AT&SF Fairmont M-19; John Nolan, of Stockton, New Jersey listed five Fairmont cars; Richard Wilhelm, of Bearsville, New York added an ex Atlantic Coast Line Fairmont M-19. Jim Lindholm recently completed restoration on an ex Grand Trunk Western Fairmont S-2, adding it to the NARCOA roster also; and Mike Paul, of Oshkosh, Wisconsin added his ex C&NW Fairmont M-9.

In addition to the NARCOA motor car roster, a *handcar* roster has been started. If you have a handcar, velocipede, or railbike, and would like to be listed, send in the following information: type, manufacturer, original railroad owner, and year built. Include your name, address, and phone number. Our latest entry is from David Slutzky of Hunter, New York, listing his 1880's Sheffield pump car, Model #1.

COVER PHOTOS

Fairmont Railway Motors, Inc. built a wide variety of track motor cars through the years. In the top view, a dapper looking gentlemen, perhaps a railroad superintendent, tries out a new Fairmont inspection car. The car in the lower view is an early Fairmont railbus.

Photos Courtesy Fairmont Railway Motors

A NOTABLE QUOTE FROM "THE TRACK INSPECTOR"

"An optimist has a tow hitch only on the rear of his track car...a pessimist has one on the front *and* rear of his car."

NARCOA will be sponsoring the first ever handcar only meet, which will be held on 4-5 November, 1989, on the rails of the Wilmington & Western Railroad, at Wilmington, Delaware. This meet is described in further detail elsewhere in this issue. If the response is good for this meet, we plan to hold other handcar meets in different parts of the country. This activity will open railroads to handcar owners in the same way that NARCOA motor car meets have opened up railroads to motor car owners.

THE SETOFF

Volume 3

Number 2

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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. Membership in NARCOA, which includes a subscription to THE SETOFF is \$10.00 per year, and is available from Joel Williams, Box 82, Greendell, New Jersey 07839

All subscribers to THE SETOFF are now considered NARCOA members. The term "subscription" will now be replaced with the term "membership" in all association literature. As stated in the last issue of THE SETOFF, NARCOA was incorporated to enable us to further our activities in this hobby. It is *not* organized to make those running it feel "important", or to exclude anyone.

We don't plan to publish meeting minutes and other "nuts and bolts" trivia connected with running the organization. We feel that people read THE SETOFF to learn more about track cars and activities, not organizational board meetings and politics. On the other hand, we don't mean to keep these activities secret...all board meetings are open to any member. Also, any additional information about meetings, or other organizational matters can be had from me for the asking.

NARCOA board member Mike Woodburn has volunteered to be the head of the NARCOA safety committee. Mike sits on a safety committee where he works (at Conrail) so he is well versed in railroad safety. His first task will be that of assembling a safety rulebook, pertaining to motor car operations.

Would you like to submit photos or articles for THE SETOFF?...or volunteer to serve on a committee? Do you have any suggestions on how to better the hobby? We would be happy to hear from you!!

UPCOMING TRACK CAR EVENTS

NITTANY & BALD EAGLE R.R. TRACK CAR MEET

Rodman Hall, of Lock Haven, Pennsylvania has arranged a three-day NARCOA track car meet on August 11-13, 1989, on the Nittany & Bald Eagle Railroad, at Bellefonte, Pennsylvania. The railroad is the former Pennsylvania Railroad Bald Eagle Branch, running from Milesburg to Lemont, Pennsylvania.

This meet will require NARCOA liability insurance for each track car operator contact Rodman Hall, RD#1, Box 519C Crestmont, Lock Haven, PA 17745 (717) 769-7098 for more information. Please include an SSAE.

"ALMOST HEAVEN... WEST VIRGINIA" TRACK CAR MEET ON THE SOUTH BRANCH VALLEY R.R.

The South Branch Valley Railroad will play host to a NARCOA sponsored track car meet on Saturday, August 26, 1989, over the rails of the former B&O Petersburg Branch, between Moorefield and Green Springs, West Virginia.

The SBV meet will feature 50 miles of mountain railroading over bridges, trestles, and a 2.2% grade. The meet will also include organized photo stops, a "speeder supper" served trackside, and night runs.

On Sunday, August 27, NARCOA has arranged for a train ride on an Allegheny Central steam-powered excursion, from Cumberland to Frostburg, Maryland. Cumberland is 90 minutes from the SBV. The ride will be available at a special rate for NARCOA members.

For more information, contact either Walt Matuch, at P.O. Box 742, Bayonne, New Jersey 07002, or John Nolan, RD #2, Box 575, Stockton, New Jersey 08559 (201) 996-3733. A SSAE would be appreciated.

IMPORTANT NOTICE

All new membership dues and renewals (which includes a subscription to THE SETOFF) should be sent to Joel Williams, NARCOA, Box 82, Greendell, NJ 07839. Editorial material (photos, articles, etc.) can be sent to: Doug Leffler, Editor, 622 Pawnee, Jackson, MI 49203, Dick Ray, Associate Editor, 5 Hemlock Place, Randolph, NJ 07869, or Brett Tallman, Contributing Editor, 3354 Fuchsia Street, Costa Mesa, CA 92626

TRACK CAR MANUALS

Many models of Fairmont, Buda, Northwestern, Gregg, Kalamazoo, Fairbanks-Morse, and Cleveland Car Co. sales brochures and service manuals are available for copy. Also, we're looking for additional manuals to copy for the NARCOA files. send request, or contributions to:

Francis Saunders,
NARCOA Track Car Manual Coordinator
46 Clark Gates Road
Moodus, CT 06469
(203) 873-8346

WHITEWATER VALLEY R.R./ INDIANA & OHIO R.R. TRACK CAR MEET

A two-day, two-railroad NARCOA track car meet will be held on Labor Day weekend, September 2-3, 1989, on the rails of the 17-mile Whitewater Valley Railroad, and the 27-mile Indiana & Ohio Railroad. The two railroads, located at Connorsville and Brookville, Indiana respectively, are part of the former New York Central Whitewater Branch.

On Saturday, September 2, the attendees will make two runs over the Whitewater Valley to the historic town of Metamora, on the old Whitewater Canal. The group will be entreated to a banquet dinner in Metamora, before heading back to Connorsville after sunset. On Sunday, the group will set on the rails of the Indiana & Ohio Railroad for a run to the freight-hauling shortline's interchange (with Conrail) at Valley Junction, Ohio.

For more information, contact Dick Ray, 5 Hemlock Place, Randolph, New Jersey 07867, or Stan Conyer, 5235 Lockerbie Ct., Columbus, IN 47203 (812) 379-4401



The two railroad meet on the Whitewater Valley Railroad and the Indiana & Ohio Railroad will feature *(above)* trackage alongside the old Whitewater Canal, and *(below)* small town and rural scenery along the old New York Central Whitewater Branch.

Photos By Stan Conyer



TOLEDO LAKE ERIE & WESTERN RY. TRACK CAR MEET

The Toledo, Lake Erie & Western Railway, of Waterville, Ohio will be hosing its fourth track car meet in mid-September. The railroad features a pleasant 10-mile run through northwestern Ohio farm country, with a crossing over the Maumee River bridge in Grand Rapids. The TLE&W also operates an Alco-powered passenger train.

To be placed on the TLE&W mailing list for the meet announcement, send an SSAE to Victor Geckel, TLE&W Railway, P.O. Box 168, Waterville, OH 43566.

DELAWARE & ULSTER R.R. TRACK CAR MEET

On September 22-24, 1989, The Delaware & Ulster Railroad, of Arkville, New York, will be hosting the third annual NARCOA fall track car meet.

The D&U, nestled in the beautiful Catskill Mountains of eastern New York State features over 17 miles of scenic railroading, with all the fall colors at their best. The meet will consist of numerous day and night runs, a banquet, skills contests, awards, and a slide and video program. Optional train rides on the D&U's Alco-powered passenger train will also be available.

For more information, send an SSAE to Joel Williams, Box 82, Greendell, New Jersey 07839.



The Fall NARCOA meet on the D&U will again feature meets with the railroad's passenger trains.

Photo By Joel Williams

SOUTHERN MICHIGAN RAILROAD TRACK CAR MEET

The Southern Michigan Railroad, of Clinton, Michigan will be hosting a fall track car meet on September 29-30, 1989. The meet will feature runs over 11.5 miles of former New York Central trackage from the railroad's headquarters at Clinton, Michigan to Raisin Center.

The first run will be on Friday evening, followed up with morning and afternoon runs on Saturday. Cost for the event will be \$5.00 per person.

For additional information, contact: Ernie Jeschke, SMR Motor Car Meet, P.O. Box 434, Clinton, MI 49236. Please include a SSAE.

NEW HOPE & IVYLAND R.R. TRACK CAR MEET

On Saturday, October 28, 1989, NARCOA will sponsor a track car meet on the New Hope & Ivyland Railroad. The NH&I, now operated by the Morristown & Erie Railroad, features 18 miles of track running through historic Buck County along the Delaware River. The motor car run will pass through rock cuts and over trestles, including the famous curved trestle used in the filming of "The Perils of Pauline". This meet will require NARCOA liability insurance for each motor car operator (riders will be covered by a waiver). For additional information, contact John Nolan, RD 2, Box 575, Stockton, New Jersey 08559 (201) 996-3733. Please include a SSAE.

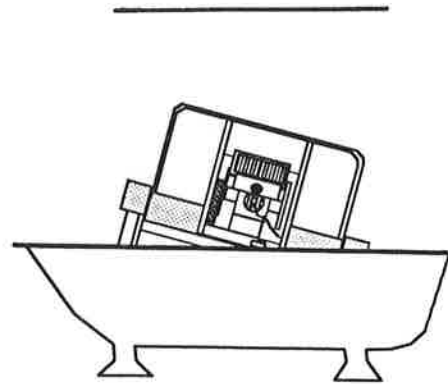
WILMINGTON & WESTERN R.R. TO HOST THE FIRST ANNUAL MAN-POWERED RAILCAR CONVENTION

On Saturday and Sunday, November 4-5, 1989, NARCOA and the Wilmington & Western Railroad will be holding the first ever man-powered railcar convention. It will be open to handcars, velocipedes, railbikes, and any other man-powered rail vehicle.

The Wilmington & Western is a first class tourist railroad operating over 11.5 miles of some of the most scenic railroad in the east. The trackage is ex Baltimore & Ohio, running from Marshallton to Hockessin, Delaware. The railroad runs through the scenic Red Clay Valley, passing over ten bridges. The line is gently graded which makes it a natural for the handcar enthusiast, with a short stretch of 2% near Hockessin for the hardest to try!

Does your organization or museum own a handcar? If so, this is your chance to use it to get in shape, and use the machine as it was meant to be used! Awards will be given out for several categories, including one for the crew in the best period costume. A leisurely pace will be maintained, with rest and photo stops scheduled. Extra crew members will be on hand to replace those who tire. Need extra crew members for your car? Don't own a car, but would like to participate? Let us know!

For more information, contact either David Rose, at 202 Center Street, Elmer, New Jersey 08318 (609) 358-3409 (7-10 pm), or Joel Williams, Box 82, Greendell, New Jersey 07839 (201) 852-6294. An SSAE would be appreciated.



RUB-A-DUB-DUB, THERE'S A MOTOR CAR IN MY TUB

By Lynn Butts
Chesapeake & Ohio, M-19

Upon purchasing my first track car in the late fall of 1988, I found myself with no railroad to run the car on, or even see if it would run. So, I decided to take it apart, piece by piece, and rebuild and repaint it.

I took half the car apart at a time, so that I could put it back together again, using the opposite side as a reference, as to the size of the bolts and their location. Each piece was hand scraped of heavy grease, wire brushed, and then sanded. With a mild dish soap, all the parts were hand scrubbed in my bathtub, due to the lack of a garage, where I might do that sort of work.

I used Dupont's #616S Variprime Converter and 615S Variprime self-etching primer mixed 50/50. and then spray painted with Dupont 4320AH ALT#1 yellow (school bus yellow) and Rust-Oleum #7779 gloss black (both mixed 2 parts paint to 1 part thinner). The paint was then applied to the car with an airbrush equipped with a #5 tip.



The engine was installed as the final step to my restoration. Everything on the car except the wood parts and the engine block went through the "bathtub wash" (yes; after all that, I'm still married!). In late May, I gave the car a test run on a nearby short line (with permission from the railroad's officials of course). I'm happy to report that my freshly "bathed" and painted motor car performs beautifully!



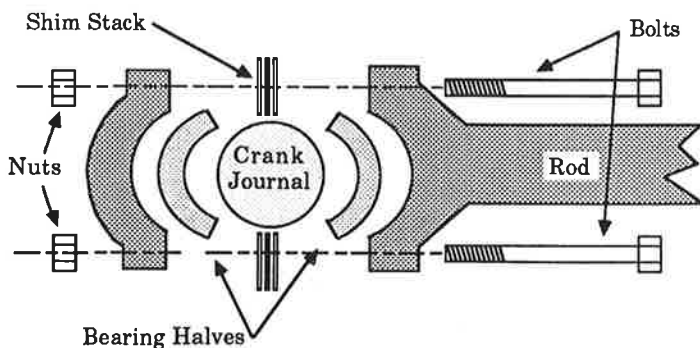
Lynn Butts poses with his recently restored, ex C&O M-19, in the Ohi-Rail yard at Minerva, Ohio.

Photo By Doug Leffler

ROD CLEARANCE ADJUSTMENTS

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

Setting the rod clearance on a Fairmont single cylinder engine is something that should be done when you are first restoring a car. Once this is done, you should not have to redo it for many years. The adjustment is significantly more difficult with the engine in the car, therefore, it is recommended that this procedure be done with the engine removed. It might also be advisable for you to do any engine cleanup and repainting at this time.



After removing the carburetor, unwire the rod bolts and carefully remove the cap. At each stage of the process, be careful to re-install the cap, bearing halves, and shim stack in exactly the same position that they were removed. If identifying marks are not there, you will need to scratch some on the rod, cap, and bearing halves. The stack of shims should also be preserved as upper and lower stacks.

After cleaning all the parts, and wiping oil off the crankshaft journal, reassemble everything with a piece of Plastigauge (available from NAPA auto parts stores) between the bearing and the crankshaft. Then remove the cap, and inspect the width of the compressed Plastigauge. A scale on the package tells what the clearance is. If the clearance is more than 0.003 inches, remove one or two thin shims and repeat the process until the proper 0.002- to 0.003-inch clearance is obtained.

To reduce the clearance by 0.001 inch, it is necessary to remove one 0.001-inch shim from each side. Be careful to remove only the thinnest possible shim from each side. Always remove the thinnest possible shim each time you remove the shims. All of this operation will be much easier, if you have a helper to hold the flywheels from turning while you work on the bolts. The helper can also assist by holding the rod up against the crankshaft by pushing on the piston with a wood dowel through the spark plug hole.

Finally, clean all the Plastigauge material from the bearing surfaces and reassemble with plenty of oil in the bearings. Tighten the rod bolts alternately a little at a time, moving the crankshaft back and forth to make sure that it always turns freely. With the spark plug back in, the engine should rebound on compression. Don't forget to rewire the rod bolts to prevent loosening.

Before buttoning up the engine, wash out the crankcase with fuel mix and a toothbrush to remove all the sludge and dirt particles. This is also a good time to go through the timer, clean out the carburetor float bowl, and remove carbon from the exhaust ports. Your engine is now ready for at least another five years.

Note: The above procedure is similar for the Fairmont twin-cylinder RK engine, except that access is gained through a removable top cover, and the recommended clearance is 0.002 to 0.004 inches.

The Sweet Line's John Deere "Hi Rail" is shown posed alongside a few of the dozen track cars at Carson City, Michigan during the Sweet Line Railroad track car meet in June.

Photo By Doug Leffler

MEMORIAL DAY WEEKEND TRACK CAR MEETS

By Doug Leffler
New York Central M-9, M220

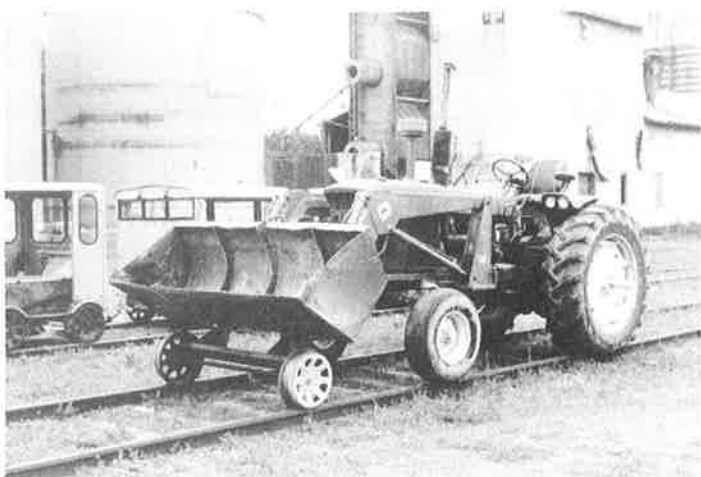
On Memorial Day weekend, May 26-29, 1989, The Southern Michigan Railroad and the Toledo, Lake Erie & Western Railway played host to track car fans from all over the eastern U. S. and Canada with the SMR's Fifth International Track Car Convention, and the TLE&W's third track car meet.

This year, the SMR and TLE&W decided to combine track car activities on the same weekend, to give the out-of-town fans the opportunity to ride on the two different railroads. Due to the close proximity of the two lines, several of the attendees were indeed able to visit both railroads.

On Friday, Saturday and Sunday, the SMR scheduled several trips over 11.5 miles of their ex New York Central line from Clinton to Raisin Center, Michigan. On Saturday, the SMR provided a catered meal of Italian food, and afterwards, a night run was featured; on Sunday, a breakfast run to Tecumseh was made. In addition, the track car folks were allowed to ride the SMR's caboose train and motor car train during the scheduled runs.

On Monday, the TLE&W was the host, featuring a morning and afternoon run over the railroad's 10-mile line from Grand Rapids to Waterville, Ohio. Between runs, the attendees had the opportunity to visit the thriving little community of Grand Rapids for lunch, or ride the line's Alco-powered passenger train. The TLE&W is a surviving portion of a former Nickle Plate Road "Clover Leaf" line.

The good weather and great hospitality from the two railroads provided a fine weekend of railroading for the attendees. Many thanks go out to SMR coordinator Ernie Jeschke, and TLE&W president and meet coordinator Vic Geckel!



HOBO R.R. & WINNIPESAUKEE R.R. TRACK CAR MEET

By Francis Saunders
Canadian Pacific Railway, A-5

The Hobo Railroad of Lincoln, New Hampshire, and the Winnepesaukee Railroad of Meridith, New Hampshire co-hosted a NARCOA track car meet on June 3-4, 1989.

Twenty-five motor cars, and two RailRods, made their way over the 41 miles of breathtaking scenery, in the White Mountains of central New Hampshire. On Saturday evening, some of the members treated themselves to a turkey dinner, aboard the Hobo Railroad's dinner train. Afterwards, there was a night run from Lincoln south.

On Sunday morning, the weather turned lousy, and only four brave souls on a single track car made a rainy run. By Sunday afternoon, the skies cleared enough for several members to ride the beautifully restored 1929 Reo railbus, owned by Clarks Trading Post, of North Woodstock, New Hampshire.

The railbus was converted from a regular bus in 1933, and the railroad wheels were installed by the two-foot gauge Sandy River & Ranglely Lakes Railroad in their shop in Phillips, Maine.

Many thanks to Ed Clark, of the Hobo Railroad, and Paul Cronin of the Winnepesaukee Railroad, and to the folks at Clarks trading post for their fine hospitality. NARCOA also thanks Paul Yorkis of Medway, Massachusetts for organizing this fine meet!

SWEET LINE RAILROAD TRACK CAR MEET

By Dean Helwig
John Deere Track Car #1

On June 9-11, 1989, the Sweet Line Railroad held it's second track car meet, based out of the railroad's headquarters at Carson City, Michigan. Like last year, the meet was held in conjunction with the community's Pioneer Days celebration. Sweet Line officials Harold Kellogg and Dennis Kellogg were the hosts for over a dozen track car owners, visiting from Michigan, Ohio, and Ontario.

Of particular interest this year was the operation of the Sweet Line's John Deere "Hi-rail" tractor. The machine's "Hi-rail" gear was custom fabricated by Harold and Dennis, permitting the tractor to "track" along very nicely over the 6+ miles between Carson City and Middleton!

THE FAIRMONT STORY

By Avon Lane
National Sales Manager,
Fairmont Railway Motors, Inc.

A few months ago, editor Doug Leffler contacted me about doing an article on the history of Fairmont Railway Motors, Inc., for THE SETOFF. The idea seemed appealing, so I have provided some material that I think the readers of THE SETOFF will find interesting. As national sales manager for Fairmont, and having worked for the company for nearly 44 years, I have seen tremendous changes in the maintenance-of-way equipment business.

Over the years, Fairmont has kept pace with these changes, which has included the introduction of many new products. In one 15-year stretch, from 1954 to 1969, we introduced 65 new pieces of maintenance-of-way equipment, not including motor cars and hand-held hydraulic tools. In the last 18 months, Fairmont has acquired three more companies; Permaquip from England, RTW/Evans Co., and Portec.

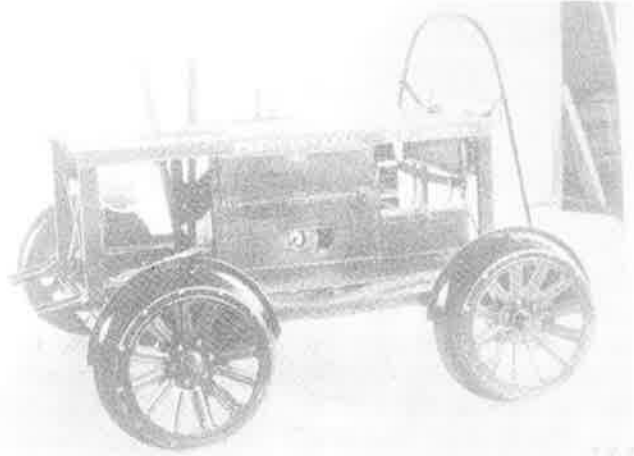
As most readers of THE SETOFF know, Fairmont Railway Motors, Inc. is a division of Harsco, Inc., a multi-national corporation, but our beginnings were indeed much more humble. The following historical information is extracted from one of our company publications...I hope you will find it interesting.

Where We Came From...How We Got There

Starting from scratch in 1905, we were just a small machine shop in the country town of Fairmont, Minnesota, making single-cylinder, two-cycle gasoline engines, and motorizing farm equipment with them. Then one day, came the idea that put our shop on the track to success. Why not put our engine on the little railroad hand car that the local section crew pumped down the track every day, right past our door? Just think of the backache, energy, and time it would save for more productive labor at the job site!

At first it was not considered a spectacular idea, but it eventually caught on, and the railroad people liked it. Soon, many section crews were putt-putting down the tracks, emancipated from the drudgery of hand pumping over mile after mile of track.

In 1909, the company was incorporated under the leadership and presidency of Frank E. Wade. By 1913, our shop was thriving. The city of Duluth, Minnesota, sensing our growth potential, made the company a tempting offer to move to that community on the shores of Lake Superior. However, the Fairmont community countered with their pledge of faith and cooperation, and we remained in Fairmont.



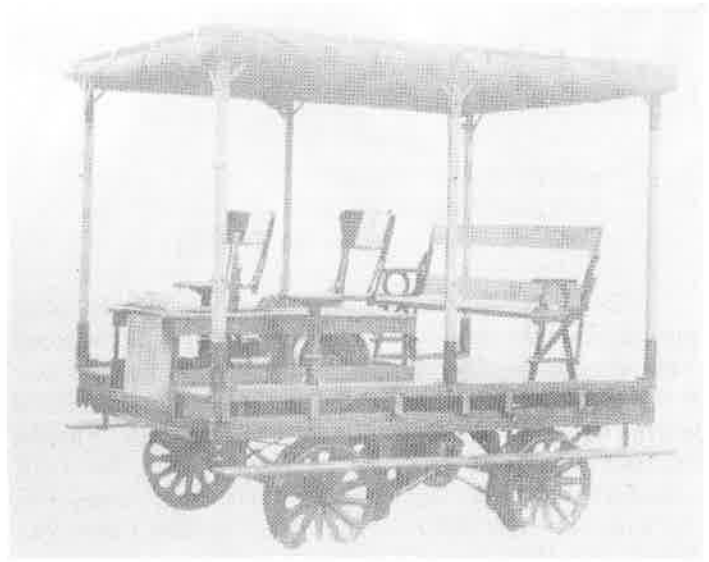
This nifty little Pennsylvania Railroad light inspection car was a forerunner of the modern day M-19/MT-19 inspection car.

Photo Courtesy Fairmont Railway Motors

By 1920, we were designing and manufacturing complete railroad motor cars. Then, with the Baldwin Locomotive Works acting as our agent, Fairmont ventured into the export field. That too was very successful. We subsequently opened a sales office in Washington, D.C., and a branch office in Chicago. Our corporate name, Fairmont Railway Motors, Inc. was adopted in 1923.

The time- and labor-saving motor cars that Fairmont was manufacturing in great numbers suggested that the railroads were serious about productivity, and the need for other types of maintenance-of-way equipment. To meet that need, Fairmont designed and manufactured the first complete ballast maintenance car in 1927. During this period, we also developed weed burners, weed mowers, and other mechanized units that revolutionized and upgraded the entire concept of railroad maintenance-of-way.





Fairmont Railway Motors has designed and manufactured a wide variety of track cars (as well as other railroad equipment) through the years. These early inspection cars represent some of the custom work that Fairmont is noted for.

Photos Courtesy Fairmont Railway Motors



As the 1920's came to a close, the company was forging ahead at a rapid pace. To increase our production capacity, we bought the railway motor car business of Mudge & Company, of Chicago. We then moved all tools and equipment from Mudge to our Fairmont plant. In 1929, we formed a Canadian subsidiary, and located it in Toronto.

For all these years, Fairmont has had a staff of dedicated and talented designers, engineers and machinists. We have worked closely with railroad maintenance-of-way engineers, superintendents, and track personnel in designing unusual and ingenious equipment for accurate, safe, and economical roadbed maintenance.

After developing a line of heavy-duty hydraulic tools for bridge building and maintenance, Fairmont drew upon this experience to become the first company to manufacture a complete line of lightweight hydraulic tools for utility line maintenance and tree trimming.

In the late 1940's, Fairmont built the first Hy-Rail® vehicle. These units operate on either the highway or railroad. Since those earlier days, we have designed Hy-Rail® gear that will work on a wide variety of vehicles, from inspection automobiles and light trucks to large crane carriers.

Further expansion and diversification came in 1961, when Fairmont acquired the Northwestern Motor Company, of Eau Claire Wisconsin. As our wholly-owned subsidiary, Northwestern manufactures railroad work equipment; tow tractors for the U.S. government, airlines, and industry; and the first skid steer loaders with hydrostatic drive, for the agricultural and construction markets.

Fairmont products have been marketed in nearly 100 countries of the world, and practically every railroad in the U.S. and Canada is using some type of Fairmont equipment.

So there you have it...from that unassuming little shop, with a couple of good machinists, in the farming community of Fairmont, we have grown over the last 84 years into a sprawling manufacturing complex covering 11 acres, and over 300,000 square feet of floor space.

Fairmont is one of the rare breed...one of the few industrial plants today, with a highly self-sufficient manufacturing facility. So the next time you roll out the old Fairmont track car for a run over the rails, think of the history behind your car, and the fine company that it represents.

Fairmont

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

Edwin C. Smith
1 Lupus Place
London, Ontario, Canada N6C4X2

They called them cabin cars, crummies, way cars, and hacks, but in Canada, the venerable caboose was known as the "van". The van is where our NARCOA member for this issue, Ed Smith, spent 40 years as a conductor for the Canadian Pacific Railway. "I used to be in pool service on the CPR mainline between London and Windsor," says Ed. "In the old days we used to sleep on the vans, but eventually that was eliminated." During his working career on the railway, Ed also worked for a time as a conductor on CPR's Woodstock to St. Thomas branch, and on the Toronto-based GO Transit railway.

One particularly funny incident occurred one day on the St. Thomas branch, when Ed was approached by a Michigan Central conductor in St. Thomas, during some interchange switch moves. The MC conductor asked Ed where his "way car" was (the MC crews called their cabooses *way cars*). Ed responded, "I don't have a way car." (a way car on the CPR was a combination coach/baggage car on mixed trains, used to distribute goods at each station stop). After two or three times back and forth, the MC man started to get hot. "Alright then, where's your caboose?" Ed then responded that his caboose was called a van, *not* a way car, and that it was over on the main line.

Ed retired from the CPR in 1986, but his interest in railroading has not dwindled. Back in 1983 Ed became involved with the Port Stanley Terminal Railway, a tourist line that took over part of the old London & Port Stanley Railway. Ed has been a strong influence in the development and success of the operation, and he still volunteers regularly as an engineer on their trains.

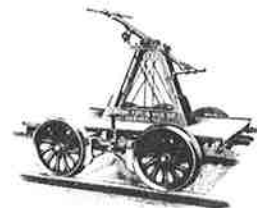
A few years ago Ed's wife Francis asked if he might want to acquire his own van (caboose). At first Ed thought it might be nice, but then decided that he had spent enough hours of his life on them in the past, and thus decided against it. The idea of railway track motor cars, though, seemed like fun. So, Ed acquired a number of ex CPR M-9's, a CPR M-19, and a Sylvester. The Sylvester was eventually sold, as well as 4 of the 6 ex CPR M-9's that Ed had acquired. Of the remaining cars that Ed kept, one M-9 is used as a section car on the PSTR, and the remaining M-9 and M-19 are used by Ed when he attends track car meets in the U.S.



Ed Smith poses next to his beautifully restored ex CP Rail M-19, during the SMR convention in May.

Photo By Doug Leffler

You can easily spot Ed's M-19 at NARCOA meets...it's the Fairmont with the "airflow" fiberglass cab, and the "CP Rail" logo on the cab side. "I really enjoy the track car meets" says Ed, "Perhaps someday we can have one up on the Port Stanley Terminal, if I can convince the board that NARCOA members are safe, and responsible operators,...Eh?"



Several motor cars from the Independence Day weekend gathering on Ohi-Rail pause at the Hope-dale, Ohio interchange (with Norfolk Southern) before returning to Minerva.

Photo By Doug Leffler

FOR SALE OR TRADE

For Sale

Motor Cars & Parts
 Repair and Restoration Services, Engine Rebuilding
 and Machine Work, Custom Fabrication and
 Welding, Custom Trailers for Towing Your Track
 Car, Side Curtains and Tarps, Hand Gongs, and
 Complete Motor Cars For Sale

Contact:

David Rose-South Jersey Rail
 202 Center Street
 Elmer, NJ 08318
 (609) 358-3409 7-10 pm EDT

Wanted

Fairmont F-6 Carburetor,
 Hand Crank, Gas Tank, Brake Shoes, and Sliding
 Base Lever for S-2 Series D Track Car

Contact:

C. Bruce Tracey
 P.O. Box 126
 Locke, NY 13092

For Sale

Locomotive Air Horns
 Leslie 5-Chime Air Horn, \$250.00
 Leslie Single-Note Brass Air Horn, \$250.00

Contact:

Mike Woodburn
 16495 Marvindale Street
 Minerva, OH 44657
 (216) 868-3023

For Sale

1957 ex B&M/MEC Fairmont M19F Track Car
 with 12' custom trailer
 Car & engine reconditioned in 1987
 Has complete electrical system
 Service manuals included
 \$999.00

For more information, contact:

John Pratt
 715 Winter Street
 Holliston, MA 01746
 (508) 493-2674, days (508) 429-7592, evenings

For Sale

Fairmont Motor Cars,
 Tamper 16-inch Motor Car Wheels- New, \$35.00
 Fairmont 20-inch Demountable Wheels-New, \$25.00
 Fairmont Hand Cranks- New, \$35.00
 Variety of Caboose Stoves
 Send SSAE for List and More Information

Contact:

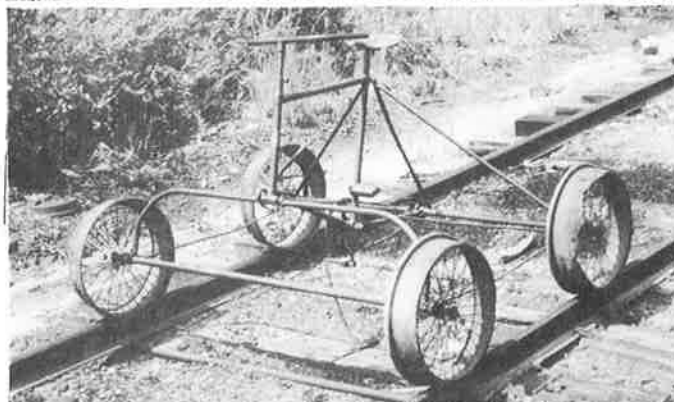
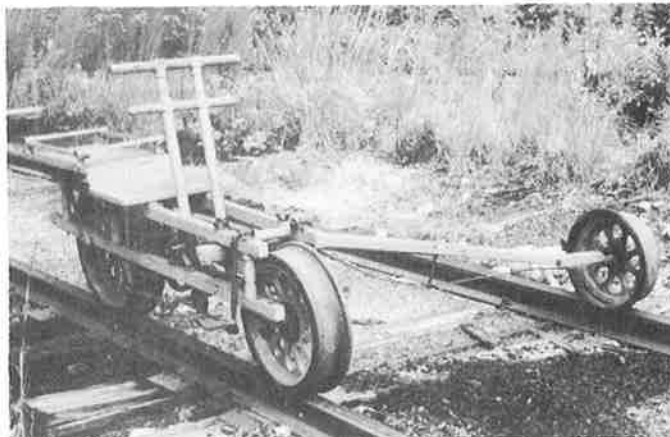
Ken Kurdt-Chelsea Valley Short Line
 Caroline Drive, RD #1
 Wappingers Falls, NY 12590
 (914) 831-1170

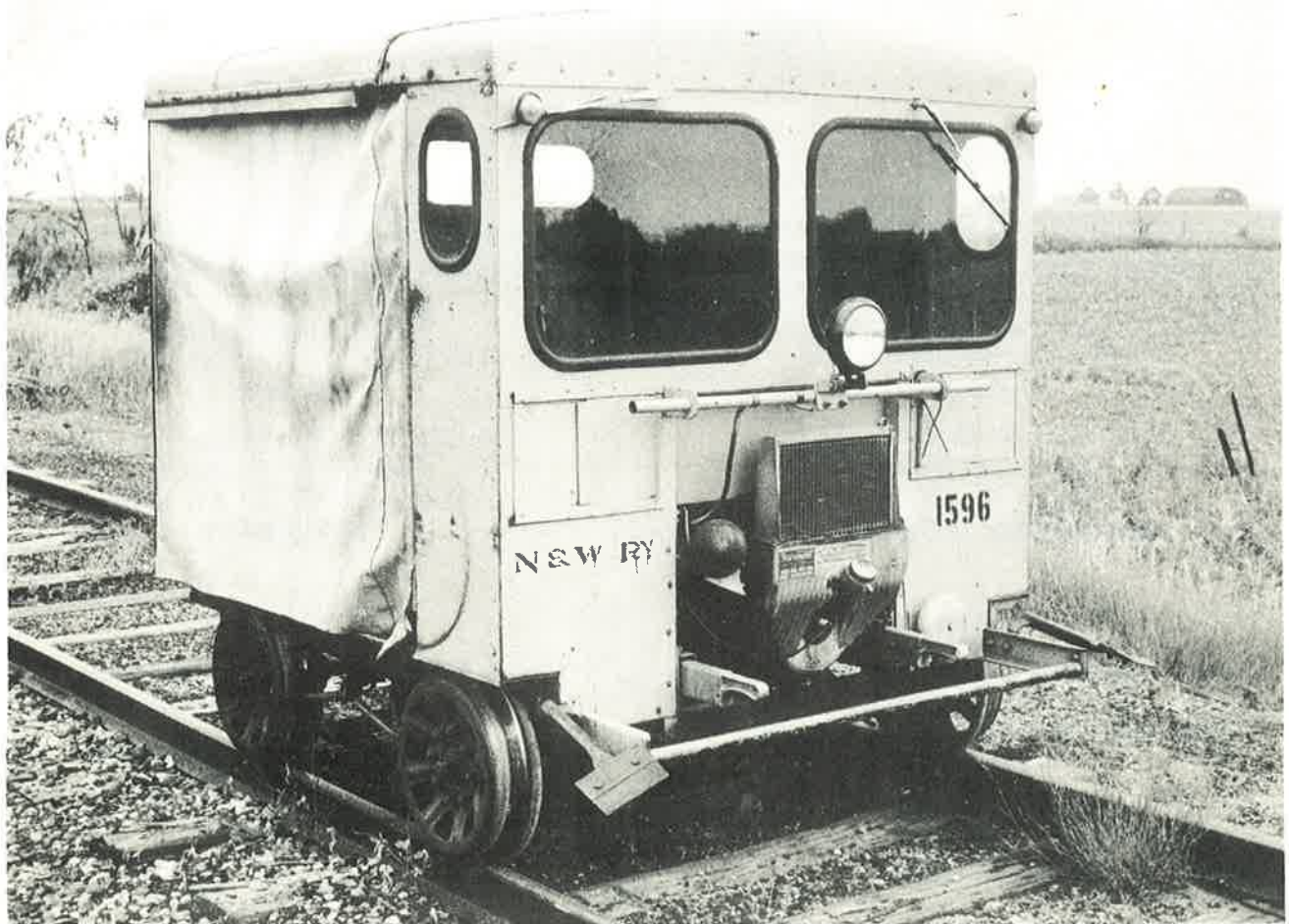
For Sale

Ex Maine Central Velocipede
 and Teeder Rail Bike

For photos and more information
 send \$1.00 and SSAE to:

Ed Lewis
 Box 505
 Aberdeen, NC 28315





Top- Victor Baird photographed this Norfolk & Western Fairmont S-2 at Wolcottville, Indiana, in the early 1970's, on the Toledo, Ohio to Gary, Indiana line of the old Wabash Railroad. Middle- Jack Zines photographed this Canadian National Fairmont MT-14 and (Bottom) this Canadian Pacific track car during a trip to Fort Erie, Ontario, in May, 1989.



THE SETOFF

Box 82
Greendell, NJ 07839



POSTMASTER: IF UNDELIVERABLE, PLEASE RETURN TO SENDER