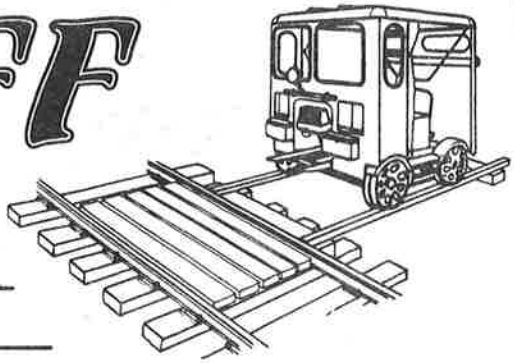
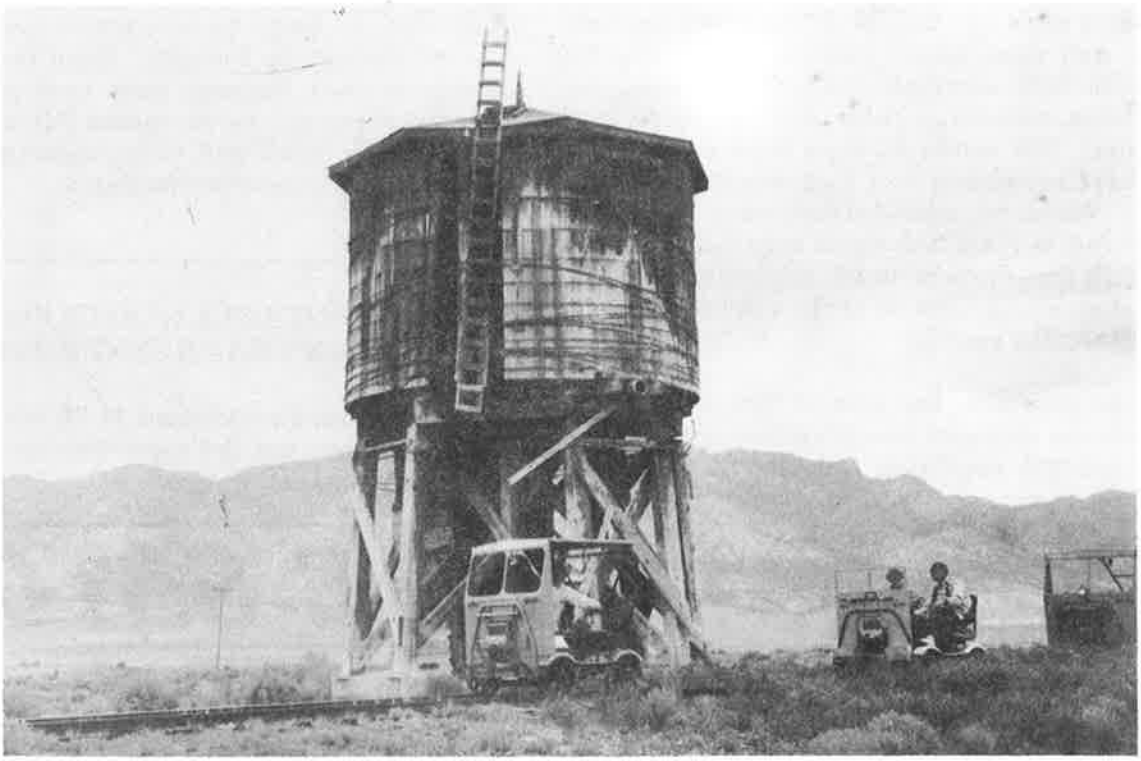
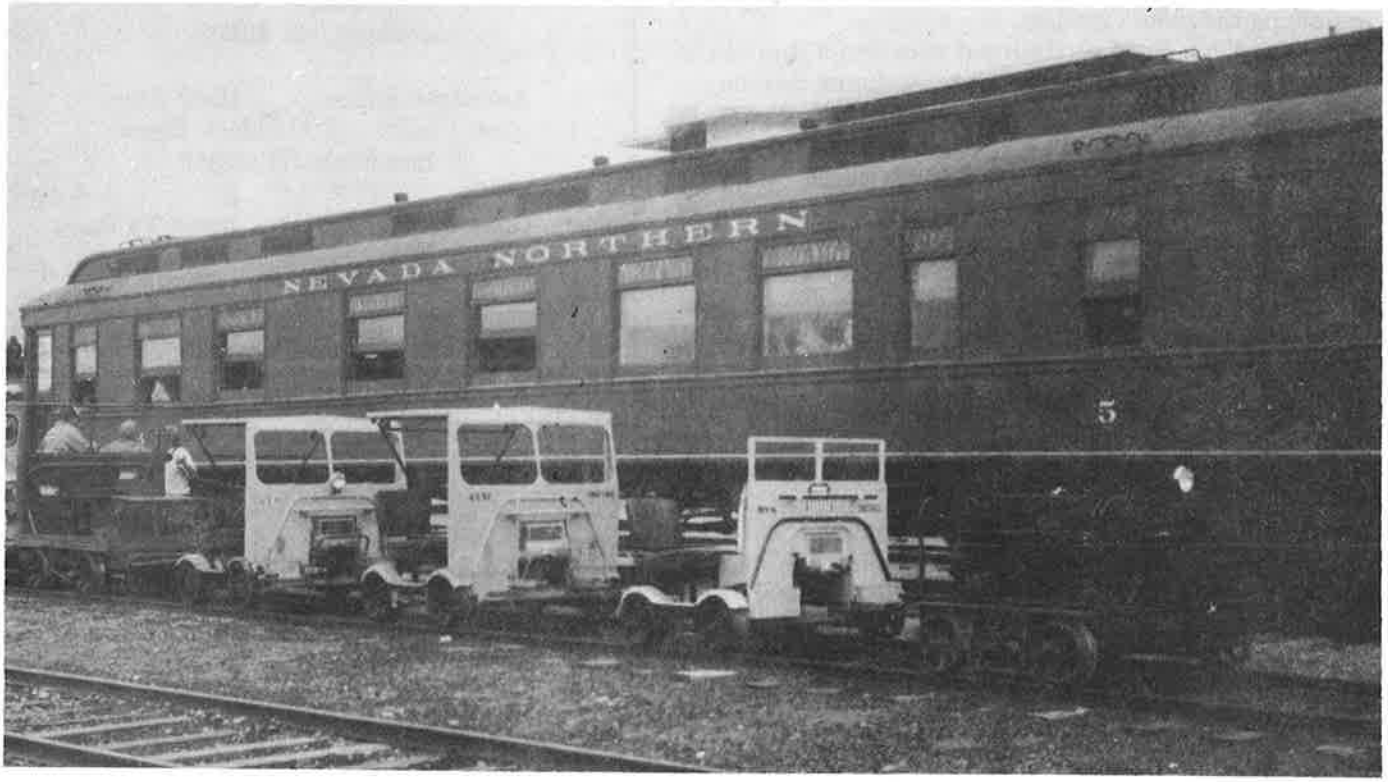
THE SETOFF



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

Summer, 1990





ORGANIZATION NEWS

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

NARCOA safety rules are now being distributed. They are the work of a number of experienced and knowledgeable track car operators. These people over the course of the last year have written a well thought-out booklet. The rules are divided into four sections; mechanical standards, running rules, personnel rules, and advice to meet coordinators. The rulebooks have been given out at meets, where comments and suggestions have been solicited. While no unsafe track cars have been allowed to run at NARCOA meets thus far, beginning next year, all cars must be in full compliance with the mechanical standards section of the rulebook in order to run at NARCOA events.

Due to growth in our area of New Jersey, New Jersey Bell has changed our telephone area code to 908. My old 201 area code can also be used until sometime next year.

On July 14th several members of both NARCOA and the MCCA participated in a track car meet sponsored by the Ohio Central Railroad, of Sugar Creek, Ohio. Mike Woodburn and Hank Brown were the principle coordinators for the meet, with Mike handling the logistics and Hank handling the registration. Both of these fellows did a splendid job in putting the meet together.

The Ohio Central Railroad operates a number of freight trains daily, as well as weekend passenger excursion service using an ex Canadian National steam locomotive. The freights run from the Wheeling & Lake Erie Railroad connection at Brewster to Zanesville, Ohio and the steamer operates with the passenger train from the railroad's Sugar Creek headquarters to Baltic. The track car excursion operated on a portion of the railroad from Coshocton to Baltic, and from Coshocton to Zanesville; a total of about 98 miles.

Before starting the run, chief transportation officer, Dennis Varian gave an orientation and safety talk to all participants and the track cars were given a safety inspection by to teams of inspectors. the weather throughout the day consisted of intermittent rain showers. The rain never came down heavy though, and only those in open cars were bothered by it. The first part of the run from Coshocton to Baltic parallels and then crosses the Conrail Panhandle Division. Even though this line is seldom used, flagmen were used as we bumped over the diamond. As we neared Baltic, we could see many Amish farms and their respective horses and buggies going about their business.

COVER PHOTOS

Top- *Vintage track cars are shown alongside an even earlier vintage water tank on the Nevada Northern Railway, during the August meet in East Ely, Nevada.* ***Below-*** *Track cars at the Nevada Northern meet line up alongside the restored steam train equipment in East Ely. Photos by Brett Tallman*

A NOTABLE QUOTE FROM " THE TRACK INSPECTOR "

"The old Santa Fe Fairmont M-19 ran just great in the desert heat, but the sagebrush between the rails nailed my exhaust system."

THE SETOFF

Volume 4 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

The Amish are of German/Dutch descent who don't believe in modern technology. This part of Ohio has a rather large Amish community. As we pulled into Baltic, the steam locomotive was brought right up close to our track cars for photos.

On our afternoon run to Zanesville, we passed a huge coal pile at a power plant. The rail siding into the plant hadn't been used in years, and we all wondered how the received their coal. In Dresden, we made a short stop to wait for the excursion train to pull out, and I talked to a lady who indicated that the town is famous for making woven baskets. We were offered a tour of the basket factory, but we had to decline the offer, due to out schedule.

It was nice to run with a group of well maintained track cars. We only had one breakdown all day. At the end of the run in Coshocton, we quickly removed the track cars from the track, since the railroad had a freight train that it wanted to run. Many thanks go out to Ohio Central's president, Jerry Jacobson, for allowing us to make this run, and for the railroad's hospitality.

The following is an updated list of the 1990 NARCOA and independent* meets that have a firm schedule. Many other meets are in the planning stages, and will be announced in later issues of THE SETOFF.

September 22-23 **Delaware & Ulster Railroad**
Arkville, NY

Ride through the beautiful Catskill mountains. Numerous runs through the weekend. Contact Joel Williams, Box 82, Greendell, New Jersey 07839 (201 852-6294 for details.

TENTATIVE MEETS

These meets are in the negotiating stages. More information will be available at a later date

Date? **Allegheny Central R.R.**
Cumberland, MD

Date? **Everett R.R. & Morrison's Cove R.R.**
Claysburg, Pa.

NEVADA NORTHERN TRACK CAR MEET

By Brett Tallman
AT&SF M-19, No. 183785

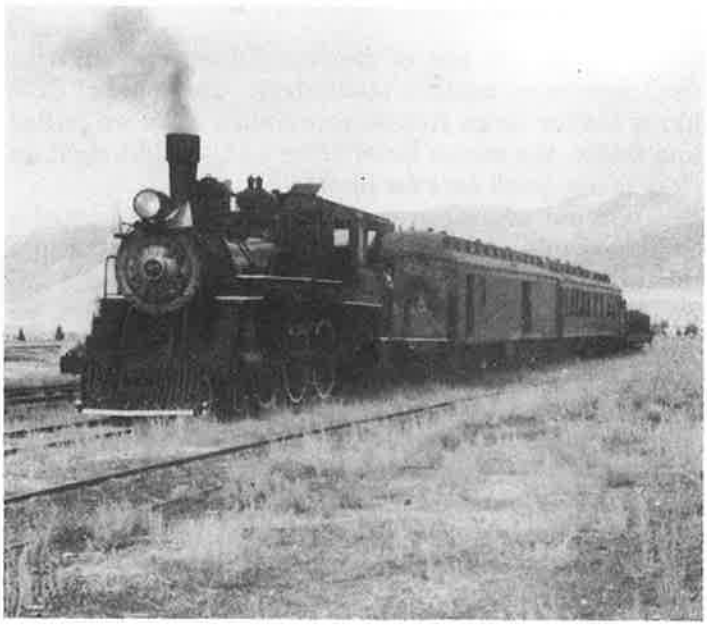
On August 18-19, 1990, a track car meet was held on the rails of the Nevada Northern Railway at East Ely, Nevada. The met was sponsored by The Friends of the Nevada Northern Railway, and was spearheaded by Bill Kaminsky. For this first meet, the number of cars was held down to 11, with hopes of repeating and expanding it for the future.

The Nevada Northern Railway was built shortly after the turn of the century to carry copper ore from an open pit mine to an on line smelter, and concentrates out to an interchange with the Southern Pacific and Western Pacific Railways. In recent years the ore traffic diminished to the point that the railroad terminated freight service. Thankfully the railroad has been saved from abandonment, and they are now running a beautifully restored 1910 4-6-0 Baldwin steam locomotive, with matching truss rod-equipped passenger cars from the golden era of passenger travel.

Brett Tallman photographed the car in front of him, as the group heads out into the Nevada desert.

Our two day meet on the Nevada Northern was not limited to just track car running. On Saturday, the 18th, we had the opportunity to ride behind the 4-6-0 in the restored wooden passenger cars followed by a track car run from East Ely to the open pit mine and return. On Sunday, the 19th we traversed the East Ely yard and made a run towards Cherry Creek. The line to Cherry Creek hadn't seen a train in many a moon, so we found the weeds and sagebrush to be somewhat dense in spots. Aside from losing part of my exhaust system to some of the heavier clumps of sagebrush, the trip was quite successful. In all, we had the opportunity to cover over 100 miles of the railroad.

We all wish to thank The Friends of the Nevada Northern Railway, for permitting us to run on their railroad, and to Bill Kaminsky for helping to set up the meet.



Brett photographed Nevada Northern's beautifully restored steam train, just prior to departure from East Ely. The folks at the meet had the opportunity to ride the train, during the two-day meet.

The barrenness of the Nevada desert is exemplified in the view shown above.

Photo By Brett Tallman

WHY WON'T IT RUN PART II

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

The first article in this series described the ignition troubleshooting steps to follow when your car stops running during a run. All of your efforts have established that there is a good spark. Maybe the trouble is in the fuel system. By now several of your fellow track car operators who are running with you have walked up to your car to ask if it's out of gas. If you don't find the trouble soon, you will find yourself on the embarrassing end of a tow bar.

What to do...first, turn off the fuel flow valve, and remove the fuel bowl. If the bowl is full of dirt or water, empty and clean it. You should then open the valve for a few seconds, with the bowl off, to drain any potential dirt particles from the bottom of the tank, so as to prevent refouling of the strainer. Next, drain the carburetor by loosening the petcock on the bottom. Leave the petcock open, replace the fuel bowl, and turn on the fuel flow valve to flush the fuel line and carburetor with fresh gas. Finally, close the carburetor petcock, and try starting your car (Ed. Note: before you begin cranking, it would be a good idea to push the car a few feet ahead from where the flushed gas spilled onto the roadbed, so as to avoid a fire hazard from any "stray" coil or timer sparks igniting the gas fumes). The engine should now start, unless you have other problems!

If dirt, fuel tank rust, or water was the problem, then the fuel bowl will have to be cleaned at frequent intervals. If it is excessive, then the tank should be removed and cleaned with lacquer thinner or other solvent . Placing a length of chain or crushed stone into the tank while shaking vigorously has been known to help. Do not be alarmed if the fuel bowl does not fill promptly with fuel after you replace it after cleaning. It is full of air, which will "bleed" out, as it's replaced with fuel.

The above procedures should solve 90% of the breakdowns due to fuel system troubles. However, other problems can cause a breakdown. A clogged vent in the fuel tank cap is especially subtle. The symptom is that the car will start after sitting, or priming, but will stop soon thereafter. Leaving the cap loose or off will get you moving again (you didn't inadvertently switch gas and condenser caps did you?...the condenser cap has no vent).

Flooding is rare, and is accompanied by all kind of rich fuel mixture symptoms. It could be caused by a bad float or dirt under the inlet valve needle. A small hole in the side of the carburetor is supposed to leak excess fuel onto the ground before it fills the crankcase. This vent hole also allows the air above the fuel level inside the carburetor to be at atmospheric pressure. The hole must be kept open. If the engine is flooded, the spark plug will be wet with fuel. To clear the engine, open the crankcase petcock and drain it. While the spark plug is out, close the mixture adjustment, open the throttle, and crank the engine over. This will clear out excess fuel in the cylinder and ports. Now install a new plug, adjust the mixture to the normal setting, and start it up.

The presence of water in the gas tank is a normal occurrence for infrequently used vehicle. The accumulation can be minimized be either keeping the tank full of fuel at all times, or moving to Arizona! Water also come from the bottom of your gas can. Never empty the very last pint of gas from your gas can, because that is where the water may be. A fuel bowl normally does an excellent job of separating the water and dirt from the fuel. It also gives a visual indicating of when it need cleaning. Adding an in-line fuel filter will really not help much, since they are designed to work on a 3-7 psi pressure system, instead of the gravity systems that most of or track cars utilize. In addition, these filters have little capacity, and they plug up easily. Some forms of "dry" gas should be avoided, since they frequently contain methanol, which could corrode some fuel system parts.

One final fuel system problem, which Fairmont also cautions about, is loops in the fuel line causing air locks. A flexible fuel line of the correct length is the long-term solution.

WINCHESTER & WESTERN TRACK CAR MEET

By Gene Tucker Washington & Old Dominion No. 3

Many of our track car meets feature a goodly array of Fairmonts, Kalamazoos, and other makes and models of railcars, but how many meets have a steam-powered car, an antique push-to-start 1910 Sheffield, and a railbike bringing up the rear? In addition, an admonition from the railroad's business manager that "this is open range country...be prepared to encounter animals on the tracks".

This was the scene Sunday, July 1, 1990, as members of NARCOA gathered at the Gore, Virginia enginehouse of the Winchester & Western Railroad, forthe first ever public track car meet on the railroad. Open only to NARCOA members with the insurance program, the group was briefed by Mr. John Hood, the

Pete Loscalzo cranks his freshly painted M-9 on the CNJ Southern Division.

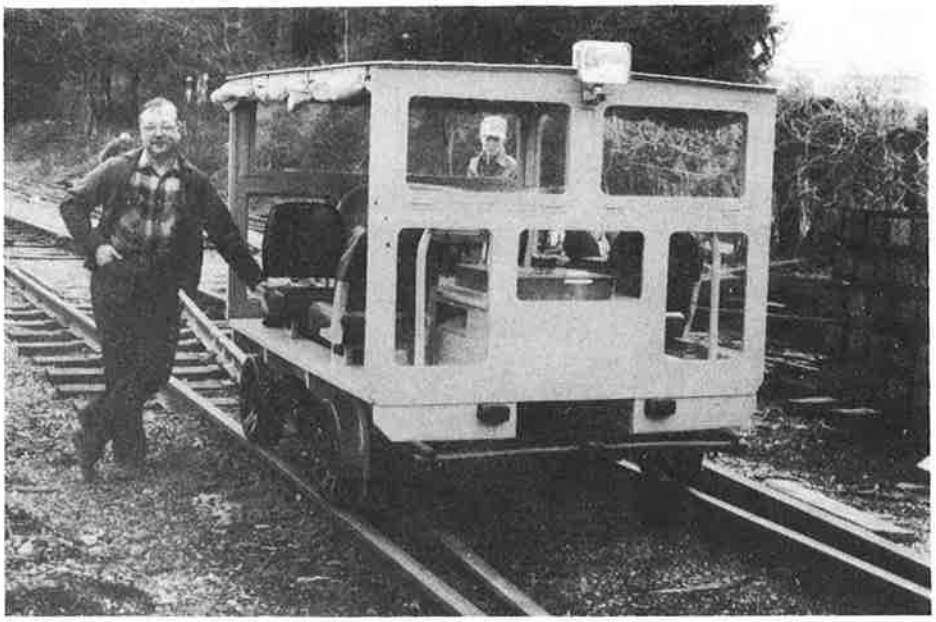
Photo By Dick Ray

The Tennessee Valley Railroad Museum owns this nice Portec/RMC inspection car.

Photo By Hugh Cain

Jay Boggs Photographed Doug Kruest's M-19, a former N&W machine, on the South Branch Valley Railroad.

TRACK CAR PHOTO LINEUP PHOTOS OF MEMBER'S CARS



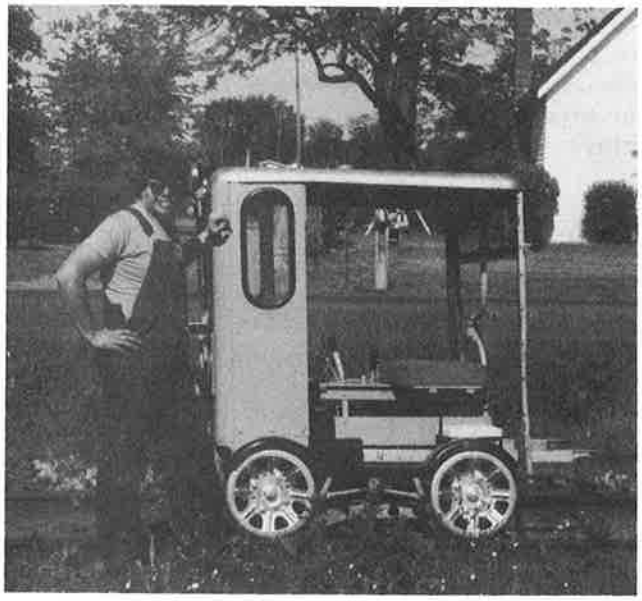
KALAMAZOO MOTOR CAR

BANGOR AND AROOSTOOK RAILROAD NORTH TO MAINE

Route of
THE AROOSTOOK FLYER

Tony Hawker of Lorton, Virginia poses with his Winconsin-powered Kalamazoo, Model 27.

Photo By Dick Ray



*Ohio Railway Museum president, Mark Garrett owns this nice N&W M-19, number **1218**...I'm sure Mark is happy to have the same number on his M-19 as is found on another piece of N&W equipment that roams the steam excursion circuit!*

Photo By Jay Boggs

David Poor owns this nice M-14, shown in June 1990, at the Hobo Railroad meet in Lincoln, New Hampshire.

Photo By Dick Ray

Winchester & Western, cont. from page 5

railroad's business manager, after a welcoming from the General Manager, Mr. Phillip Light. After that, we were off on a 36-mile trip eastward to Winchester and return.

To the trackside observer, a good many of the vehicles and the track itself could have been straight out of a time capsule from the turn-of-the-century. Single track widing through the fields and pastures (many cattle guards along the way keep the cows in their own fields), a number of the crossings involve dirt roads. The presence of the early motorized car, the steam car, and the human powered car suggest railroad machinery from another era.

The group on the Winchester & Western meet pause for a group photo just outside of Gore, West Virginia

Photo By Dick Ray

The Winchester & Western Railroad was chartered in 1916, and it opened the line for freight and passenger service in the following year. The railroad went bankrupt in 1926 and was reorganized as the Winchester & Wardensville Railroad, with a 40-mile line to Wardensville, West Virginia. In 1934, the railroad terminated its passenger service, and the outer end of the line from Rock Enon, Virginia to Wardensville, West Virginia was abandoned. The line was cut back to Gore in 1944.

The railroad ships outbound sand (mined at Gore) that is used in glass making, and it does so with Alco locomotives. The line is laid with 90-132 lb rail, which passes through numerous pastures and fields.At the numerous cattle guards along the way several farmers have a "gentlemens agreement" with the railroad, to close fences across the tracks at various locations. The line passes through the foothills of the mountains, and over several streams on wooden trestles, past a lake, and through peoples back yards. The grades are moderate, and you feel as though you are riding the rails of a century ago.

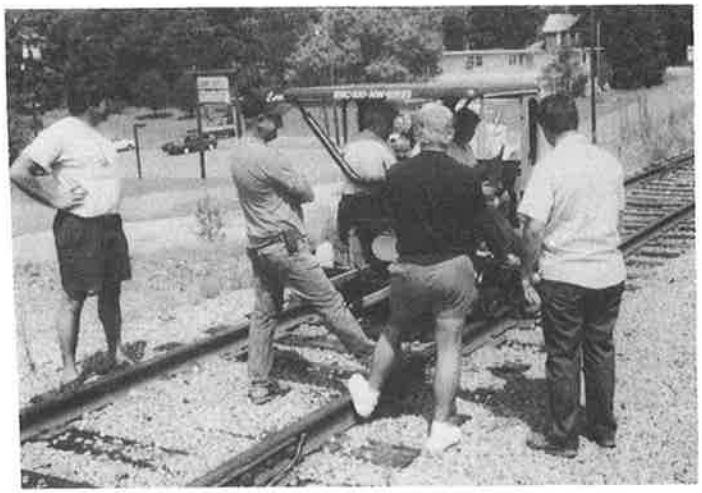
This first event was safe and succesful...we are hopeful that the event may be repeated in the future. Many thanks to the W&W for a fine trip over their railroad!

ABERDEEN, CAROLINA & WESTERN WORK MEET

By Hugh Cain
Atlanta & St. Andrews Bay, S-2, No.1

On July 21, 1990, Van Workman, "Dutch" Tubman, and myself participated in a weekend work session on the Aberdeen, Carolina & Western Railroad, over a portion of their trackage, in the vacinity of Star, North Carolina. Our work effort coincided a local program of the town of Star as a summer beautification project. Our work consisted of brush and weed removal over nearly 2 city blocks in Starr, as well as additional brush clearing over portions of trackage between Star to Gulf, North Carolina.

Along with the brush and weed clearing, we also did some inspection of track signals. On our return trip, we encountered a rather strong thunder storm, but the Fairmonts came through just fine! We appreciaed the opportunity to help out on the railroad, and to help present a positive image for the railroad to the people of Starr. We are currently working with the officials of the AC&W to see if we can't hold a track car meet over this portion of their trackage in the future.



Hugh Cain's track car gets the once-over from several of the local folks at Starr, North Carolina, during the work session on the Aberdeen Carolina & Western Railroad.

Photo By Hugh Cain

USING ELECRONIC METERS FOR YOUR TRACK CAR

By Jay Boggs
Pittsburgh & Lake Erie, M-19, No. 299

I recently read an article about installing an alternator in an M-19, that was very interesting and helpful. My ex Pittburgh & Lake Erie R.R. M-19 #299 received this addition also last fall, in time for my rail car trip to "Almost Heaven", West Virginia.

After all my mechanical work (hammering, bending and painting) was completed on the #299, I wanted to check the output of my junk yard alternator, to see if it was still working. If you want to do the same thing, a good meter will be required. This tool can be used for many jobs around the home as well as in the motor car shed. If you have little or no experience using meters, now is the time to start.

The first step is selecting the right type of meter for the job. A low cost meter is not much better than a test light, having limited range and poor accuracy. Remember, you get what you pay for. There are two types of meters, analog and digital. The analog has a needle to indicate the reading and the digital has a series of three or four numbers that appear in the window. The analog has been the old reliable workhorse, since Thomas Edison first invented utility bills. Most early models were used for only one type of measurement, and had only one range, typically 0-15 volts. To measure current flow (amperage) a different meter would be used. To cut costs and make meters easier to handle, several ranges were combined into one, and became known as the multi-meter.

Advantages of the multi-meter are lower cost, and the ability to check ignition timing. Meters today have many ranges, so that volts, amps, and ohms can be read by setting the switch to the correct position. An analog meter will usually have three or four DC volt ranges, 0-1.5 volts, 0-15 volts and 0-150 volts. The same number of AC volt ranges, current (amperage) ranges, and resistance (amperage) ranges are also provided.

The reason for so many ranges is that the most accurate reading is available when the needle is between 1/4 and 3/4 of the range being used. If you want to check out your battery in the track car, select the 0-15 volt DC range. This would be much more accurate than using the 0-150 volt range.

New technology has given us the digital style meter. Some of the advantages of the digital include accuracy, readability, and ruggedness. The model that you choose should be easy to read and have a durable case. The test leads should fit tight in the meter jacks, and the probes should have a rib near the tip to prevent fingers from slipping off the end of the probe handles and onto the metal tip. This safety feature is found on all good probes. A set of insulated alligator clips that fit on the probes is also very handy. If you already have a good set of jumpers, they will help too. If not, you will need at least one piece of #14 gauge stranded wire, with an alligator clip on each end.

Some of you might wonder precisely what makes voltage different than amperage. Voltage is a unit of electrical *pressure*; the more voltage, the greater the pressure to "push" current (amperage). Direct current (DC) voltage is produced by batteries and generators. Alternating current (AC) voltage is generated by most power plants, to be used in homes and industry; it is also produced by automotive alternators.

Amperage is a unit or "amount" of electricity that flows in a wire, bulb, coil, or motor. For example, the small bulbs in a track car marker light use about 1 ampere (usually called *amp*). Resistance (ohms) is what limits the current in a circuit. For example, many ignition circuits have a resistor in them to reduce the current (amps) going through the points. This, along with the capacitor (in the past called a condenser) gives the points longer life.

Here's a safety tip, when using the meter...most voltages on track cars are 12 volts or less, except for the spark voltage, which can be quite high. Even the 12 volts though can be dangerous, due to te high amperage of storage batteries. Get in the habit of connecting the meter *before* turning on the power, read the meter, shut the power off, then disconnect the meter.

Here's a little excercise that you can try, if you either have, or intend on buying a meter. To find out if your track car battery is properly charged, (1.) select the proper scale, 0-15 volts DC for most analog meters, or 0-20 volts DC for most digital models. (2.) Find the positive and negative battery posts and connect the meter leads, using the alligator clips or jumpers. Since the battery is always "on", use caution, and connect only one lead at a time. (3.) Read the meter; a 6-volt battery should read 6.6 volts when fully charged. A 12-volt battery should read 13.2 volts when fully charged, and the maintenance-free batteries should read slightly higher...about 13.4 volts.

If your readings are lower than this, check your connections to be sure that you are connected to a clean

spot on the battery. If you find corroded terminals, they should be taken apart, cleaned, then reassembled. A bad connection between the battery and the cables will prevent the battery from getting a full charge. This will cause hard starting, and possible damage to the alternator. After correcting any problems, check the voltage again. If it is still low, (11-12 volt range for a 12-volt battery) it will need additional charging. If your engine has a charging system, start the engine and watch the meter (*be sure the leads are not near any moving parts and the meter is secured!*). When the engine speed is increased, the voltage should increase to 14-16 volts, depending on your charging system. If there is no increase in voltage, the charging system isn't working. In some cases, there will be a slight increase, but it won't be enough to fully charge the battery. This could mean that you have a bad regulator or open diodes in an alternator, or a dirty commutator or bad brushes in a generator. Alternators also have brushes or slip rings that can wear out.

This is just one example of what a meter can show you. Perhaps some of you readers can provide THE SETOFF with some other examples of how you use your meter for the track car hobby.

TIPS FOR OWNERS OF 6-VOLT ELECTRICAL SYSTEMS

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

As a railcar restoration and preservation enthusiast, I am always a little distressed to read how someone has installed a modern 70-amp alternator on a Fairmont M-9 or an M-19. These earlier cars never had these modern devices as original equipment, but instead usually had 6-volt generators and associated 6-volt hardware.

The Autolite 6-volt generator installation bulletin first appeared in 1944, although some larger cars such as the Fairmont A-3 had generators earlier. The alternator installation bulletin is dated 1969 and it is known that even into the 1960's these Fairmont cars still had 6-volt systems. If you desire to restore your car to the *original* type electrical system, then these dates can be used as a guideline.

The most common reason that many people switch to a 12-volt system is that 6-volt lights and accessories are sometimes hard to find. For headlamps, 5 1/2" diameter headlight bulbs that fit Fairmont headlamp shells are often found also on older off-the-road motorcycles with 6-volt systems. These bulbs can likely be found at a motorcycle parts shop. They can withstand vibration and have a wide enough beam spread to "see" out to the side as well as ahead. They are available in 35- or 40-watt versions. They usually have a low beam and high beam capability; the low beam is especially helpful going through switches and grade crossings and when following another track car. The 6-volt lamps from Fairmont are also available and are available with either a flood or spot beam pattern. The motorcycle lamps are a good compromise between the two.

For larger cars, the big 7-inch diameter dual-beam headlight bulb, like the ones that Volkswagen used to use, will fit into old street motorcycle shells. I used a shell from a Honda 450 on one end of our ex Lehigh & Hudson River R.R. Fairmont A-3 and a shell of unknown origin on the other end. Joel Williams fabricated an authentic looking bracket for each and a forward-reverse switch provides power to one or the other.

Small 4 1/2" diameter lights for backing up can be found at tractor dealers or NAPA auto parts stores. They usually have the correct looking round metal shells available also. In this small size though, only the flood types seem to be available, but this is generally ok for low-speed backup moves. For tail lights, the small red "beehive" lights are authentic looking. These come with #1073 or #1157 12-volt bulbs, but you can replace them with a #1129 six-volt bulb from an auto parts store. If you wish to use a dual-filament stop and tail light assembly, then use the #1154 6-volt bulb.

Small, flat clearance lights, sometimes used as tail lights typically come with one or two wedge-base bulbs. These bulbs can be replaced with a #159, #259 or #555 bulb. These are three different brightness levels, and are usually available through electronics supply stores.

Other accessories are available in 6 volt also. Horns are available from Fairmont, and J.C. Whitney (an auto parts supplier that has 6-volt items for many pre-1955 cars). Some of you like the rotating beacons for your cars. They really weren't in vogue during the era of the earlier built cars, although they are sometimes helpful at crossings. A 6-volt version is available from McMaster-Carr, a nationwide industrial supply company. Radios are almost always 12 volt, but these should probably be operated from a separate battery anyway. I'll cover 6-volt generator and battery maintenance in a later article.

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

Jay Boggs
16109 Hawn Road
Plain City, OH 43064

"I've been motorcaring since 1962" says Jay Boggs, our NARCOA member for this issue. "I was in high school then, and bought a Fairbanks-Morse model 40B from the Baltimore & Ohio Railroad". Having always been interested in railroading, Jay hired out in 1967 with the Pennsylvania Railroad, after having completed school in Louisville, Kentucky, earning an associates degree in electronics. Jay "took a break" in 1969, to serve in the U.S. Navy, where he attended some of their best elecronics schools.

"Today, I work for Consolidated Rail Corporation (Conrail) as one of only three electronics engineers for the corporation". "On Saturday, my time is devoted to house projects, volunteering at the Ohio Railway Museum, and motor cars...on Sunday, we attend church services, which usually uses up most of the first day of the week". "Being a Christian helps Vicki (my wife) and I get along as husband and wife and best friends".

Jay currently rosters eight track cars; his FM 40B #294, electric #293, ex Montour R.R. #2240 (an A-3), an ex N&W A-3 and S-2, an ex Nickle Plate M-19, a Chesapeake Western A-6 (#11), and P&LE #299. "Most of my cars run...and some are restored", says Jay.

Even though Jay is a busy man, he still finds time for a track car trip or two. We're always trying to talk him into bringing one of his cars to a nearby NARCOA meet!

Jay Boggs has restored this Fairmont A-3, originally owned by the Montour Railroad, to New York Central livery. Jay currently has eight track cars in his collection.

Photo By Jay Boggs

NARCOA MEMBERS

DON'T FORGET TO SUBMIT PHOTOS OF YOUR TRACK CAR FOR THE 1991 NARCOA CALENDAR. WITHOUT YOUR PARTICIPATION, WE CAN'T PUBLISH A CALENDAR! SEND YOUR FAVORITE PHOTOS (PREFERABLY SHOWING YOUR CAR IN A NICE SCENE FROM YOUR FAVORITE RAILROAD) FOR US TO CONSIDER FOR PUBLICATION IN THE CALENDAR. PHOTOS WILL BE SELECTED FOR USE IN THIS YEAR'S CALENDAR BASED UPON READER INTEREST AND VARIETY. 5X7 OR LARGER IS PREFERED, AND EITHER BLACK & WHITE OR COLOR PRINTS ARE EQUALLY ACCEPTABLE. PHOTOS NOT USED IN THE CALENDAR WILL BE RETURNED UPON REQUEST, OR USED IN FUTURE ISSUES OF THE SETOFF.

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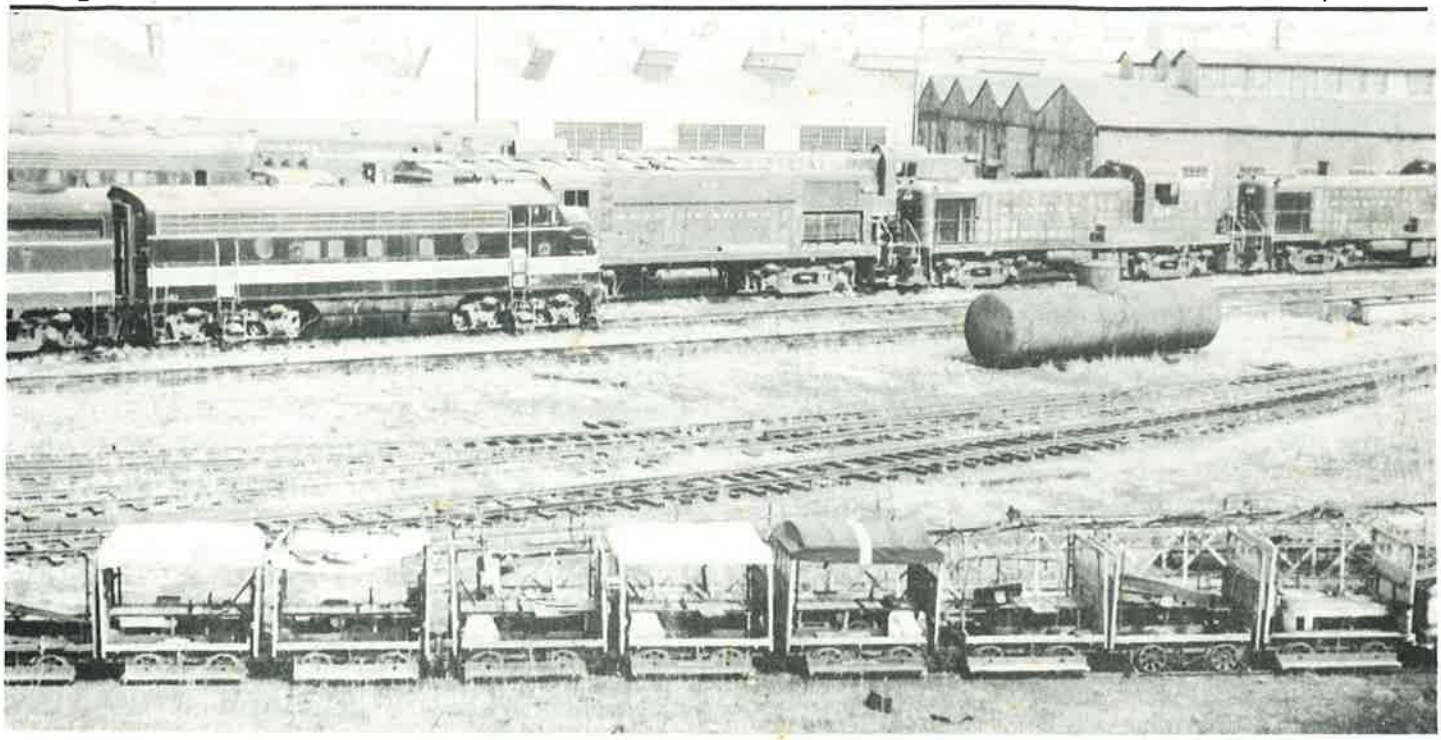
JOEL WILLIAMS, BOX 82, GREENDELL, NEW JERSEY 07839



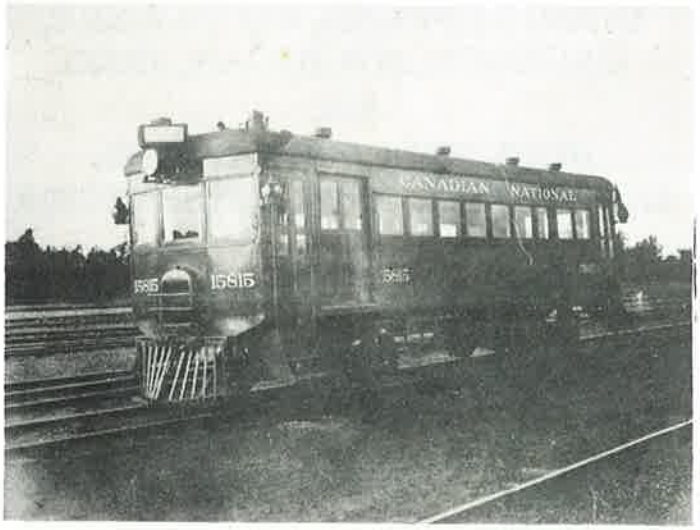


PHOTO CAPTIONS

Upper *- In April, 1963, the Reading Company was retiring several if its track cars, including this batch of Fairbanks-Morse 40B's, headed for Kovalchick's Salvage, at Burnham, Pa. Fortunately, several Reading 40B's didn't meet the scrappers torch and crushing machine, winding up into the hands of several NARCOA members. Photo By Richard Hall (supplied by Joel Williams)* ***Left*** *- Walt Matuch sent us these early photos of two different types of railbusses. Note that the Canadian National Car is equipped to handle baggage. Walt Mattuch Collection*