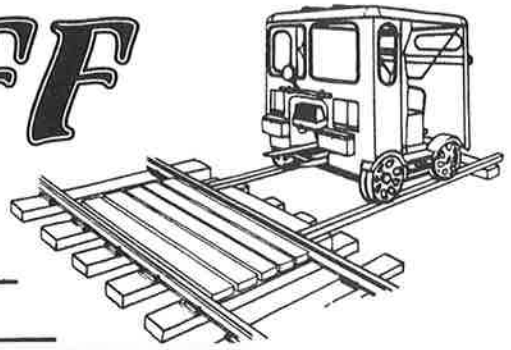


THE SETOFF

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

Winter, 1990



ORGANIZATION NEWS

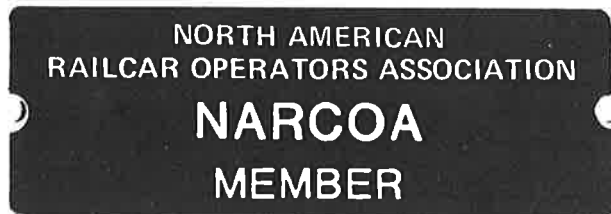
By Joel Williams

Western Maryland M-19, No. 334

Our associate editor, Dick Ray is preparing a series of five articles for THE SETOFF entitled "Why won't it Run? The articles are geared to help operators how to get to the bottom of the trouble when their car stops running. Write to Dick if you have any questions or suggestions for the articles.

Insurance coordinator John Nolan's address has changed to 39 Tumble Falls Road, Stockton, New Jersey 08559.

NARCOA has recently made available membership plates, similar in appearance to the black on aluminum instruction and serial number plates furnished by Fairmont (see photo of the plate in actual size). The plates are designed to be fastened on your car's engine seatboard cover, or elsewhere. Cost for the first plate is \$2.00, with each additional plate priced at \$1.00. To order, send a SSAE (use two stamps for four or more plates) plus your check (made out to NARCOA) in the appropriate amount to Dick Ray, 5 Hemlock Place, Randolph, NJ 07869.



COVER PHOTOS

Top- Walt Matuch's Central Railroad of New Jersey, Fairmont MT-14 poses alongside the recently restored (ex Bangor & Aroostook) F-3 #56 in fresh CNJ colors, at Jim Thorpe, Pennsylvania, during the Anthracite Railroads Historical Society outing on September 17, 1989. The locomotive is owned by the society, who painted and restored the unit to the original CNJ livery. Walt restored his track car to authentic CNJ colors and lettering also. - Photo By Bob Wise *Below-* On November 4, 1989, NARCOA sponsored its first hand car only meet, on the Wilmington & Western Railroad, Wilmington, Delaware. Here the group pauses for a photo (and rest) stop on one of the many wooden trestles on this very scenic railroad. Photo By Doug Leffler

The following members have added their cars to the NARCOA roster: Brad Anderson, of Muskegon, Michigan, and ex Pere Marquette Railway Fairmont 59C. Brad also donated a C&O/B&O rulebook to our organization. M. M. Curvin, of Soddy, Tennessee listed an ex Louisville & Nashville Railroad Fairmont MT-14; Dallas McDowell, of Columbiaville, Michigan listed two Fairmont cars, an M-19 and an S-2. Fred Fisher of Riverside, New Jersey added a Fairbanks-Morse 40B to his collection, and to our roster. Paul Neumann, of Waconia, Minnesota listed an ex Soo Line Fairmont A-3. Bernie Klaus of Newtown, Connecticut listed an ex Union Pacific Fairmont M-19AA; Everett Lehman of Gouldboro, Pennsylvania added an ex Milwaukee Road Fairmont M-19; and Harry Riblett, of Wilmington, Delaware, an ex Chesapeake & Ohio Fairmont M-9.

Hugh Cain, of Norfolk, Virginia has added an ex Norfolk & Portsmouth Belt Line Railroad Fairmont A-5. Steve Hill, of Ashville, North Carolina has listed an ex Southern Railway Fairmont M-19; Bruce Carpenter, of Wapakoneta, Ohio, an ex Nickel Plate Road Fairmont M-19.

THE SETOFF

Volume 3

Number 4

Editor

Doug Leffler
622 Pawnee
Jackson, MI 49203

Associate Editor
(East Coast)

Dick Ray
5 Hemlock Place
Randolph, NJ 07869

Contributing Editor
(West Coast)

Brett Tallman
3354 Fuchsia Street
Costa Mesa, CA 92626

NARCOA Roster
Coordinator

Joel Williams
Box 82
Greendell, NJ 07839

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

Richard Rowlands, of Hubbard, Ohio has listed an ex Bessemer & Lake Erie Railroad gang car of unknown make. Joe Traphagen, of Liverpool, New York has listed an ex Missouri Pacific Railroad Fairmont M-19; Scott Janz, of Rudolph, Wisconsin, and Ross Rossier, of Plover, Wisconsin jointly own and sent the listing for their ex Milwaukee Road Kalamazoo 56W. Jerry Foust, of Venadocia, Ohio adds two Fairmonts to his collection; an ex Illinois Central Railroad S-2, and an ex Soo Line MT-14AA (powered by the Fairmont two-cycle twin, with a belt-driven, two-speed transmission).

The following are 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.

March 17-18	Indiana Railway Museum* French Lick, IN
May 20	Rail Expo* Jersey City, NJ
June 2-3	Hobo Railroad Lincoln, NH
June 8-10	Sweetline R.R.* Carson City, MI
June 23	Buffalo Southern Railroad Buffalo, NY
July 14	Ohio Central Railroad* Coshocton, OH
August 25-26	Maryland & Pennsylvania R. R. York, PA
September 1-2	Whitewater Valley Railroad/ Indiana & Ohio Railroad Connorsville, IN
September 22-23	Delaware & Ulster Railroad Arkville, NY

**A NOTABLE QUOTE FROM
"THE TRACK INSPECTOR"**

"Think Spring"

Photo By Stan Conyer

WILMINGTON & WESTERN HANDCAR MEET

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

On November 3rd and 4th, 1989, the Wilmington & Western Railroad, of Wilmington Delaware, hosted the first ever handcar meet, sponsored by NARCOA. This meet was an experiment, to see if was any interest in this type of meet, among hand-powered rail vehicle owners. Present for the meet were four lever pump cars and three velocipedes. The weather was sunny and cool...perfect weather for physical activity!

After sign-up activities were completed at Greenbank Station, Delaware, the group pumped their cars over to the Marshalltown locomotive shops for a tour and photos of the Wilmington & Western's equipment and facility. From Marshalltown, the line runs northwestward ten miles to Hockessen (Ho'-kessen). The grade over the line is slightly ascending towards Hockessen, except for a short climb at Yorklyn, which reaches 2.5%!

A number of rest and photo stops were scheduled, so everyone could stop periodically to catch their breath. The most popular photo location is at the Wooddale trestle, with a covered bridge in the background. Participants were entreated to a picnic lunch, provided by NARCOA, upon arriving at the Mount Cuba picnic grove.

Everyone attending thought that the meet was great exercise and lots of fun. Look for more handcar meets sponsored by NARCOA in 1990.



BUILDING A HANDCAR

By Gene Tucker

Washington & Old Dominion No. 3

Some dreams take awhile to come true, and the building of a handcar (as well as a place and the time to run it) took twenty years to come true.

In the last year of my undergraduate work in Rochester, New York, I drove a school bus to earn money, often driving trips in the afternoon, when I had time, in addition to my morning runs. One day I was given an address on town line road, in Henrietta, New York. Not having a description of the place, I didn't know that there was an extensive collection of signs, other things, and an 0-4-0 tank steam engine, as well as a *handcar* and 150 feet of track. After showing the kids around the collection, explaining the workings of the steam engine (even in 1969, most of them had never seen one), and then offering rides on the handcar (with the owner and I on opposite sides, and with a student on each side). All afternoon, or what seemed like it anyway, we pumped our way up and down the track. It was so much fun! I decided then and there, that *someday* I would have a handcar!

My dream began to take shape when I found out about NARCOA early in 1988. From the outset, it seemed clear that buying a vintage classic handcar was out of the question (at least for me) due to the price. In talking with numerous individuals, found out where I could get axles, wheels, bearings and the like, and I began construction of my handcar in the fall. I was really ready for this project, since I had built a motorized track car earlier that spring.

"What!...no babbitt bearings!" exclaimed fellow NARCOA member Jim Baird, when he saw my completed handcar last November. It's true, my car is not a faithful reproduction of the century-old models. It uses 16-inch Fairmont M-19 wheels, axles, bearings, as well as pillow block and flange bearings for the moving parts. It has a steel frame made of 1/8-inch channel and angle iron, bolted together for flexibility, and I used a roller-chain drive. My thinking was that a modern car might be built of these materials, and that perhaps that the more efficient bearings might "make up" for the smaller wheels, which might make the car slower than it would have been, if I had fitted the car with the standard 20-inch size. In addition, the steel frame might make the car more durable than the original wood frame. Of course, the cost was a major factor. My car was built for about \$400.00 (not counting a months work).

At this point, let me explain some of the technical aspects of my creation. Perhaps if some of you may be considering a similar project, you can

avoid some of the mistakes I made. The frame is made up in two levels, somewhat like a Fairmont M-9 or M-19, with the bottom level serving as a support for the original M-19 style bearings. These are beneath the frame and bolted on with 5/8-inch bolts, and no spring suspension system. The brakes are a conventional type, but on one side only. The weight of my car is over 550 lbs., some 200 lbs less than many of the originals.

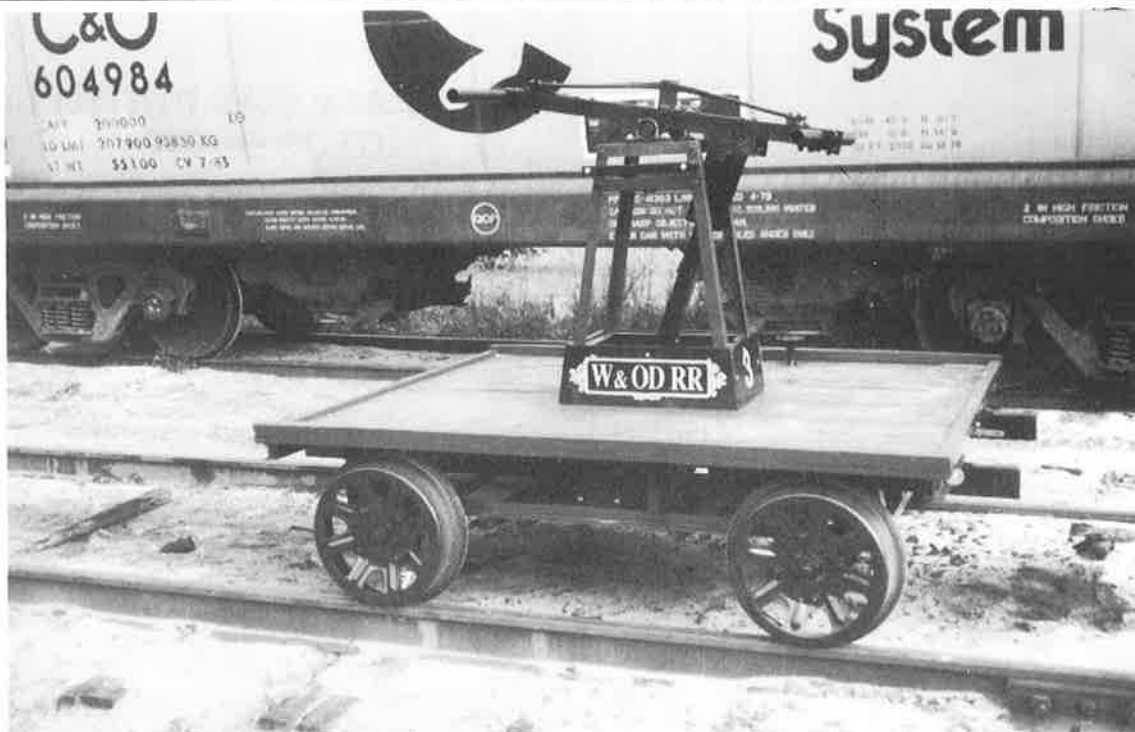
The drive axle with 16-inch wheels is 3.9:1, or in bicycle terms 3.9 x 16 inches = 62.4 inches (the equivalent of turning a 62.4-inch diameter wheel). Many of the originals that I've looked at have a 3:1 drive ratio with 20-inch wheels, giving a gear (in bicycle terms again) of 60 inches. Therefore, my car goes slightly farther, with each complete turn of the handles, about 16.3 feet. It is slightly harder to pump, due to this "stiffer" ratio.

The rod connecting the handles with the crank is set about 1/3 the distance out from the pivot on the handles, and the diameter of the crank on the driving axle is 12 inches, which I will increase somewhat to transmit more power to the axle with less effort on the handles.

The handles pivot on two pillow block bearings, and the rod connecting the handles with the drive axle has two flange bearings. The crank is a piece of channel iron 1/2 inch x 5 inches, and is fastened to a go-cart bolt hub, mounted on a 1-inch shaft with a 1/2-inch keyway. This is half the width of the car wide, and is supported by two pillow block bearings. The drive axle supporting the large sprocket, crank arm, and hub is only on one side of the crank, not supported on both sides like the original. This arrangement has worked out very well, even to the point of taking the "strain" of up to six people pumping the car!

I used no. 41 roller chain (it has been suggested that I use heavier chain) and this also has worked very well, to date. I used a 70-tooth sprocket on the drive axle, and an 18-tooth sprocket on the driven axle connected to the wheels. Since my car has a deck that is built out over the wheels, it can carry up to six people, instead of the usual four. This has been very handy in transporting volunteer workers on the Maryland & Pennsylvania Preservation Society's trackage in eastern Pennsylvania, to help clear brush and do other work along the right-of-way. The handcar is ideal for brush cutting, where workers will only move a few hundred yards at a time between work sites. I've also added tow hitches to the car so we can tow the car with motorized track cars to the work site, and then pump along between cutting areas.

We've retained the nostalgic look to the car by painting it in period colors. Also, my sister Deanna designed and painted a Victorian-styled logo for the



Gene Tucker's home-built handcar looks right at home on the rails. The car was numbered and lettered for the Washington & Old Dominion Railroad by Gene's sister Deanna. Photo By Gene Tucker

Washington & Old Dominion Railroad (an old favorite short line, that used to be in our area) with a number "3" painted on the sides and ends.

Would I do it the same way all over again?...Yes!...and I might even use 20-inch wheels, although there is a certain advantage to having the smaller 16-inch ones, permitting the larger deck. I *almost* enjoy pumping the handcar more than I do operating my motorized cars, partly

because you can hear the "clank" nicely as you roll down the rails; plus, the exercise is excellent! The behavior of the machine over the rails teaches you the most subtle differences in trackwork...curves, kinks, and grades. But what a handcar really gives you a "connection" to the railroaders of yesterday, who used to pump one of these machines every day many miles, and then put in a full day's work beside.

REDUCING BELT SLIPPAGE

By Dick Ray
Western Maryland M9, No. 67

Although Fairmont recommends not using belt dressing on the endless cord belt drives of its two-cycle engined inspection cars, I have been using a small amount of powdered rosin on the belt of my ex Western Maryland M-9 for some years now. The reason for this is to lessen the tension on the belt, while providing enough friction to drive the car.

Powdered rosin can be obtained from a baseball pitcher's rosin bag (available at most sports supply stores), or by scraping the material from a string musician's rosin block. Only a small amount is needed, and once it is worked into the belt, it does not need replenishment.

Before applying the rosin, I cleaned the belt with detergent and a wire brush. With the car jacked up and running, I hosed the belt clean and let it dry. Then at the next outing on the rails, I wiped the rosin into the belt and ran the car. Several applications were needed, but afterward the belt ran with less than half the tension required previously, judging by the force required on the belt lever.

Several owners that I have talked with have observed that belts seem to fail, due to broken cords. When enough of these cords break, the belt tends to stretch badly in use. Adding the rosin should lengthen the belt life, by reducing the force which causes broken cords. Also, the force on the engine and idler bearings is lessened.

One last note; the rosin causes the belt to squeal as it is engaged. This annoys some people, but I think a slight squeak or two is the sound of ideal belt tension.



Fred Furminger uses his ex Chesapeake & Ohio Fairmont M-9 track car, the #303 for maintenance duties on the newly formed Depew, Lancaster & Western Railroad, a new short line in the Buffalo, New York area.

Photo By Fred Furminger

TRACK CAR PHOTO LINEUP PHOTOS OF MEMBER'S CARS



Frank Hagerty, of Traverse City, Michigan recently acquired this beautifully restored, ex Chicago & Northwestern Railroad, Fairmont M-19. Frank has railfanned, and ridden track cars over the last several years with fellow track car owner and railroad enthusiast, Denny Anspaugh, of Sacramento, California.

Photo By Frank Hagerty



NARCOA member Hugh Cain is shown with his M-19 at the 12th annual Suffolk, Virginia peanut festival, on 6 October 1989.

Photo By Hugh Cain



Each spring, the Maryland & Pennsylvania Railroad Society helps to stock trout along Muddy Creek, by motor car! The above photo shows the trout being scooped from the barrels on the trailer at one of several locations along the creek.

Photo By Dave Williamson



How many of you guys have had the opportunity to photograph your track car alongside Amtrak? Well, NARCOA member Terry Durkin had that opportunity to get this great photo of his ex Conrail Suburban hi-rail truck next to one of the San Diegan passenger trains, while stopped at the Santa Fe depot in San Diego, California. This photo setup was all on the up and up, since Terry had made the arrangements ahead of time, and had the train "blue flagged", (so it couldn't move). Terry is an engineer for Santa Fe/Amtrak, and regularly runs those Amtrak F-40's between Los Angeles, and San Diego.

Photo By Terry Durkin

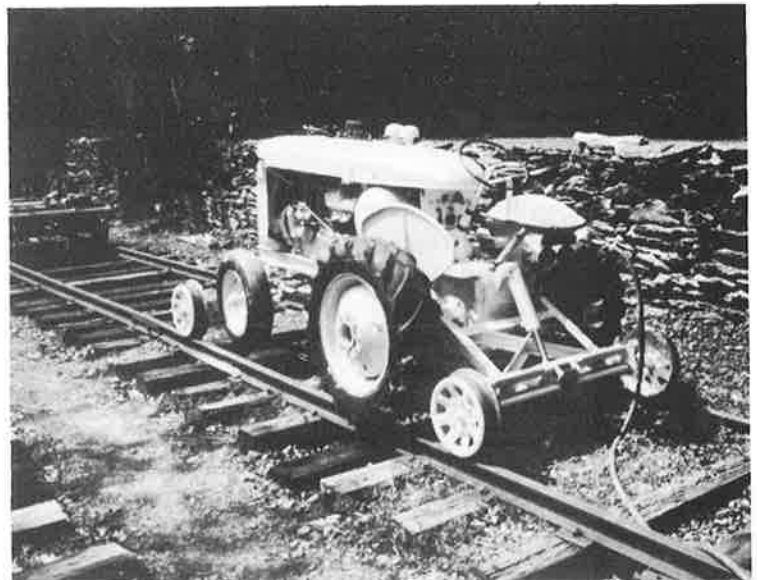


This 1968 International hi-rail dump truck is owned by NARCOA member Dave Williamson. Nicknamed "Big Red", the Loadstar 1600 is equipped with cox hydraulic hi-rail gear, and has a Koenig three-way dump body. Dave uses it for hauling ballast on the Maryland & Pennsylvania Railroad Society's trackage.

Photo By Dave Williamson

Other Ma & Pa Railroad Society equipment is this nicely restored (by NARCOA member Wade Monn) Schramm Pneuma-Tractor, with hi-rail gear, donated by the Canton Railroad of Baltimore, Maryland, and this weed spray train, out on the line at Muddy Creek Forks, Pennsylvania.

Photos By Dave Williamson



MOTOR CARS TO MOUNT HOOD

By Rick Leach
Northern Pacific ST-2, No. 112304



Rick Leach's Northern Pacific Railway, Fairmont ST-2 pauses at Parkdale, Oregon, on the rails of the Mount Hood Railway, on the return trip to Hood River. In the background looms Mount Hood.

Photo By Rick Leach

On October 7, 1989, three NARCOA members operated their motor cars on the Mount Hood Railroad from Hood River, Oregon to Parkdale, Oregon. Hood River is located on the Columbia River, where it cuts through the summit of the Cascade Mountains. The area has some of the finest orchard country in Oregon, and is also the site of numerous sawmills.

The Mount Hood Railroad was built by local interests in 1905 to serve lumber and orchard interests in the Hood River Valley and the foothills of 11,245-foot Mount Hood. The railroad was purchased by the Union Pacific Railroad in 1968, and sold as a short line to local investors in November 1987, once again being known as the Mount Hood Railroad. In 1989, the railroad moved over 1200 freight cars, and 35,000 passengers on the 21-mile line.

On the day of our trip, we unloaded our track cars at the U.P. interchange next to the former U.P. section tool house, in Hood River, where we were to wait for the passenger train, from Parkdale, which was due about 2:30pm. While we were waiting a U.P. double stack train passed by, setting the mood nicely for our upcoming run, particularly since our cars are ex U.P. We met our guide for the trip, Ron Kaufman, manager of track maintenance, who performed a safety inspection of our cars, took care of the releases, and went over safety rules. We also had the opportunity to meet our host, Kari Simmons, general manager for the Mount Hood Railroad.

Before departing, Ron showed us through the section house, where the Mount Hood has two track cars housed; a nearly new Fairmont MT-14, and a Fairmont A-5. We talked shop for awhile, comparing the older belt driven design of our cars, with the newer Onan-equipped MT-14 model.

Just before 2:00pm, as the train with three fully loaded coaches arrived, pulled by a former Southern Pacific Railroad EMD GP-9, we fired up our Fairmonts, and were ready to go! Ron rode in the lead car, an S2-AA, with Russ Noe. I followed in my ST2-AA, and then Kieth Parker in his ST2-AA. After passing through the last switch, and through the truss bridge over the Hood River upon leaving the yards, the tracks started up!

We turned our cars on some planks, after passing the switchback past milepost 3.0, where I took the rear position, and we stared up a 3% grade. We climbed up the steep wooded canyon and onto a bridge over highway 35; there we got an incredible view of

Mount Hood. At milepost 5.6, the rails break out into orchard country, and the settlement of Pine Grove, with its fruit warehouses. We had gained 535 feet in elevation!

After several stops to flag grade crossings, and passing several small settlements, a sawmill, and the Diamond Fruit Growers plant (the largest shipper of pears in North America), we arrived in Odell. The 3:00pm passenger trip from Hood River turns at Odell, so the remaining trackage was clear for the rest of our run.

The grade out of Odell continues to increase, as the line passes through several beautiful farms and orchards, with views of the 12,000-foot Mount Adams, north across the Columbia River, in Washington state; and Mount Hood, about 25 miles to the south. As the grade hit 3.5%, our belts squealed in the last notch, but the two-cylinder engines were humming right along! We passed Summit station, and the grade descended through the pine forests and fields. At milepost 15.5, the track ran through the Dee Forest Products mill, and its huge piles of sawdust. This mill was the original destination of the Mount Hood Railroad.

After a stop, in which the exhaust blew sawdust all over the interior of my car, we climbed the 3% grade up the small valley of the East Fork, and then into more orchards, with the volcanic cone of Mount Hood looming above. At Parkdale (elevation: 1788 feet), and the end of the track, we added water to our water hoppers, ate our dinner, and photographed the mountain. We compared more notes with Ron about track cars, and then reluctantly headed back.

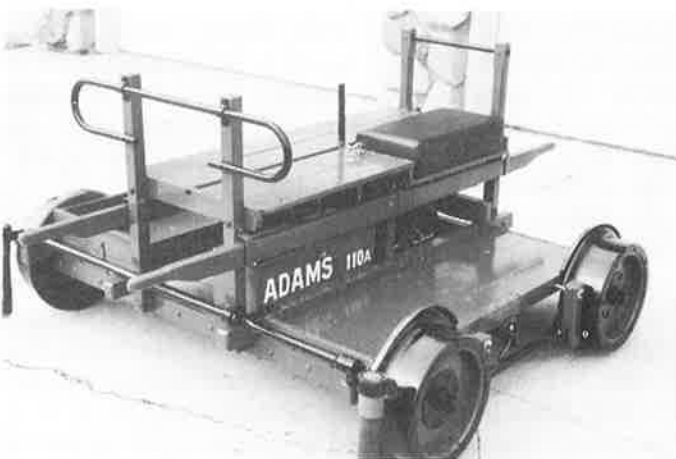
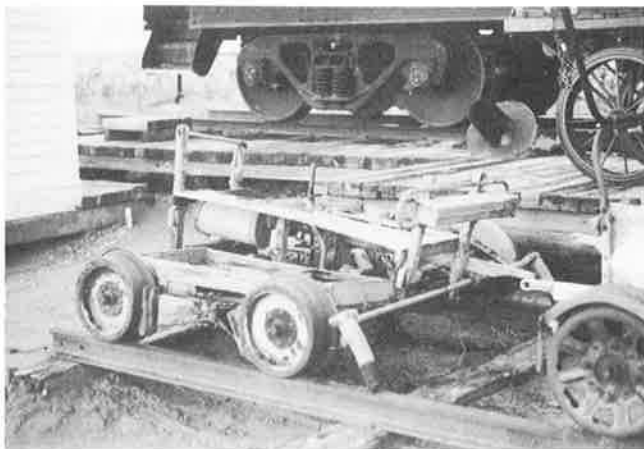
We turned our cars at the switchback at sunset, and motored three more miles into Hood River in the dark. It was a great ride on a spectacular railroad!

THE SAGA OF MY ADAMS 110A

By John Beck
Adams 110A No. 1741

My recently restored Adams 110A inspection car was built in the 1920's and saw service on the Southern Pacific Railroad. The car was retired, after many years of faithful service in 1961. In that same year the 110A's operator, Mr. Rudolf Rujahn also retired, and Mr. Rujahn was fortunate enough to have acquired the retired car from his employer, the SP.

Mr. Rujahn passed away in 1970, but the Adams 110A was passed on to Mr. Rujahn's son who lived in Cheyenne, Wyoming. After his son died, The son's widow sold the car to a railroad collector in Colorado. By the time I bought the car in 1989, most of the wood had rotted away, with barely enough material left to make patterns for a restoration. Part



These two photos of John Beck's Adams 110A show the before and after views of this classic car and the remarkable restoration job he did.

Photo By John Beck

of the problem seems to have been that the car had spent the better part of its time in Cheyenne under a lawn sprinkler!

At the outset of my restoration, I contacted Glenn Van Winkle, of Grand Rapids, Michigan, for some technical support. Glenn responded with a brochure on the 110 models. The 110A was originally delivered with a cushion seat and Timken bearings. The wheelbase was normally supplied in 36", however, 42" was also available. The car is a push-to-start, direct drive, connected to the axle.

The engine is air cooled, two cycle, and is connected through fabric universal joints to the axles. The engine bore is 4 1/4, and the stroke is 4 1/2. The brochure mentions a "standard automobile type carburetor"...the same type used on the Ford Model T.

I was unable to find any surviving markings from the Southern Pacific, so I painted the car in "Adams green." This project was a fun one, and the history of the car made it all the more interesting. I'm looking forward to operating my 110A in the near future.

RESTORING MY 1941 FAIRMONT PERE MARQUETTE 981/ CHESAPEAKE & OHIO 981

By Brad Anderson

March of 1989 brought more with it than Spring fever. I was bitten by the track car bug. Soon I was making phone calls to all of my railroad contacts, asking questions about this ailment. By the end of March, I had located a 1941 Fairmont track inspection car within 30 miles of my home. A deal was set, and my "accountant" (my wife) was convinced that this would be a good family investment.

The first week in April arrived, and so did my track car. I needed to obtain a generator, starting crank, and a few other minor parts. A gentleman by the name of Victor Porterfield helped me to get these parts, along with a service manual. I also contacted Fairmont Railway Motors directly, for some parts that Victor didn't have.

Once I had gathered all the parts that I needed, the car was given a good cleaning. It had spent the last 15 years or so at a restaurant in Midland Michigan, before being sold at an auction to a person whom I had bought it from in Allendale, Michigan.

My next door neighbor, Rich Hartley, and another friend, Dr. Fran Paul spent many hours in my garage, helping me with the restoration work. Dr. Paul was a big help with the engine and

electrical system, while Rich helped with things like installing new windows.

By the end of April, the mechanical restoration had been completed. A 12-volt electrical system had been installed, using a motorcycle battery, a VW coil, and a regulator from a 1958 Olds. The gas tank was steam cleaned and the carburetor was taken apart and cleaned. New throttle and timer levers were fabricated, until I could find some genuine replacements. The old wooden lift handles were replaced by new ones made from ash wood. I painted the handles red, since they stick out at knee level, just far enough to do some "damage". The brake rigging was adjusted, as were the belt drive levers and pulleys. All the bearings were inspected and greased.

The under-floor bell needed a new foot pedal, so a short, fat bolt was enlisted. I also made two cushioned seats to mount on the seatboard. Speaking of the seatboard, I used a 3/8" thick piece of plywood to replace the old one. I made the front half with a hinge, for easy access to the engine. The motorcycle battery and the coil fit very nicely into the old battery box, and were mounted on the drivers side tool tray. Starting crank hooks were made, and mounted on the passenger side. A headlight was installed on the front and two 3" diameter reflectors were secured to the back of the roof.

Then the day came for the first fire-up. It was a cool but sunny Saturday afternoon. Rich, Fran, and my daughter Sara were standing by with the video camera. I inserted the crank, and closed the ignition switch. I gave it a good hard crank and it fired with a puff of blue-grey smoke, promptly dying. A few more cranks...and nothing. We looked at each other, and then the track car. Funny thing...the throttle was closed! This was quickly fixed, and I cranked again. *Pop, pop, pop, pop, sputter, pop, pop,*; she was running for the first time in over 15 years! Soon my garage was filled with the exhaust of the old two-stroke. We spent the next hour or so fooling around with the timer lever, needle valve and throttle to get the engine running smoothly.

With the first track car meet scheduled for Memorial Day, I didn't have much time left to get the car repainted; somehow, I managed. Installing the new windows proved very "exciting", but rich and I only had a few outbursts of "french" during the project. New letting was made up at a friends sign shop. It's a vinyl material, self sticking; a real pleasure to apply. The letters and number "C&O M981" were applied to the front and back of the car. It was now 98% complete. I only had to do a few minor things, but they could wait!

The Memorial Day meet on the Southern Michigan Railroad was upon us. My wife and daughters Sara and Kaitlin were enlisted for the

maiden run. We arrived Friday evening in time for the first run. The car was unloaded, and we were off with the group. A short while down the track, the car died. It proved to be just a fouled spark plug. Once changed, the car ran just fine for the rest of the weekend.

By the end of Summer, I had accumulated over 600 miles on the car from attending the various meets...not too bad for a 48-year-old car! In the history card that I received from Fairmont, it stated that the car was originally sold to the Pere Marquette Railway, and it was shipped to a Mr. E. A. Carlson, at Grand Rapids, Michigan, via the Chicago & Northwestern Railway. The car has an OD type engine, with a rating of 5-8 hp, and it's numbered 57399. The car is a 59-C-4 class, although she looks just like an M-9.

This was a truly enjoyable project...and being "bitten" by the track car bug hasn't been bad at all. My family and friends that have ridden the car have all has a good time. One friend was so enthused, that he went out and bought his own car! I'm looking forward to my car's 50th birthday, coming up in 1991, and many years of safe track car running for many years to come. It's a fun hobby and the people are great!

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

John L. Pratt
715 Winter Street
Holliston, MA 01746

"I believe my interest in railroading started around Christmas one year, when, as a youngster, I received my first Lionel train set." So says our NARCOA member for this issue, John Pratt. "Several layouts later I spent a lot of time with a buddy who scratch built an HO layout." "We also spent countless hours as kids along the rails of an old New York, New Haven & Hartford Railroad branch line in Medway, Massachusetts."

John's interest soon turned to communications and electronics, in addition to his railroad interests. In the 1970's John was fortunate enough to land some railroad-related assignments from his employer, Digital Equipment Corporation. These included design and installation of the signal equipment for the Bay Area Rapid Transit system (BART), in San Francisco. He also worked on some signal systems for the Southern Pacific Railroad. "At the time, I remember saying to myself, "this isn't a job...it's pure enjoyment." "My interest grew, and I hoped someday to pursue this type of work."

In 1985, John acquired his first track car, an ex

Boston & Maine, Fairmont M-19. After he got the car running, John outfitted the car with a complete electrical system. He has operated the car over several lines in his area, and has established working agreements with a number of local short line operators, helping out wherever possible.

John's other activities include: amateur radio, civic involvement, chief engineer for a small FM radio station, his family and he is still employed at Digital.

In the last year John has become increasingly involved as a signal maintainer with several area short lines, including the Old Colony & Newport, and the Narragansett Railroad, a former New Haven branch in Rhode Island. "Since I need to transport my signal maintenance tools to many locations on the line, I found that I needed a larger car." "I now have a Fairmont MT-14L, which I have outfitted with all kinds of electronics and communications equipment"! "There is rarely a weekend that I'm not on the high iron now."

"Since joining NARCOA in 1987, I have enjoyed several track car meets, (and even organized one in New Hampshire last year), and learned a lot." I have also enjoyed meeting many fine NARCOA members."



John Pratt is shown with his specially outfitted Fairmont MT-14L, at the 1989 NARCOA track car meet on the Delaware & Ulster Railroad at Arkville, New York.

Photo By John Pratt

For Sale

Fairmont Motor Car Parts
New and Used for M-19, MT-14, S-2 cars
For List, Send SSAE to:

Bill Pollard
32 Fair Oaks
Conway, AR 72032

For Sale

Fairmont 0370 Hi-Rail Gear
For 3/4 or 1 Ton Chevy Truck
Includes Five 19.5-inch Wheels, Spacers,
Brackets and Instruction Manual

Also, Want Small 4-Wheel Flat Cars, Motor Cars,
Hand Pump Cars, Derrick Cars, Hi-Rail Gear and
Track Scoots

Contact:

Charlie Hulsizer
Sherow Road
Pleasant Valley, NY 12569
(914) 635-3662

For Sale

Fairmont Motor Cars
Tamper 16-inch Motor Car Wheels-new, \$35.00
Fairmont Starting Cranks-new, \$35.00
Utility Trailer for Motor Cars-Good cond., \$600.00
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

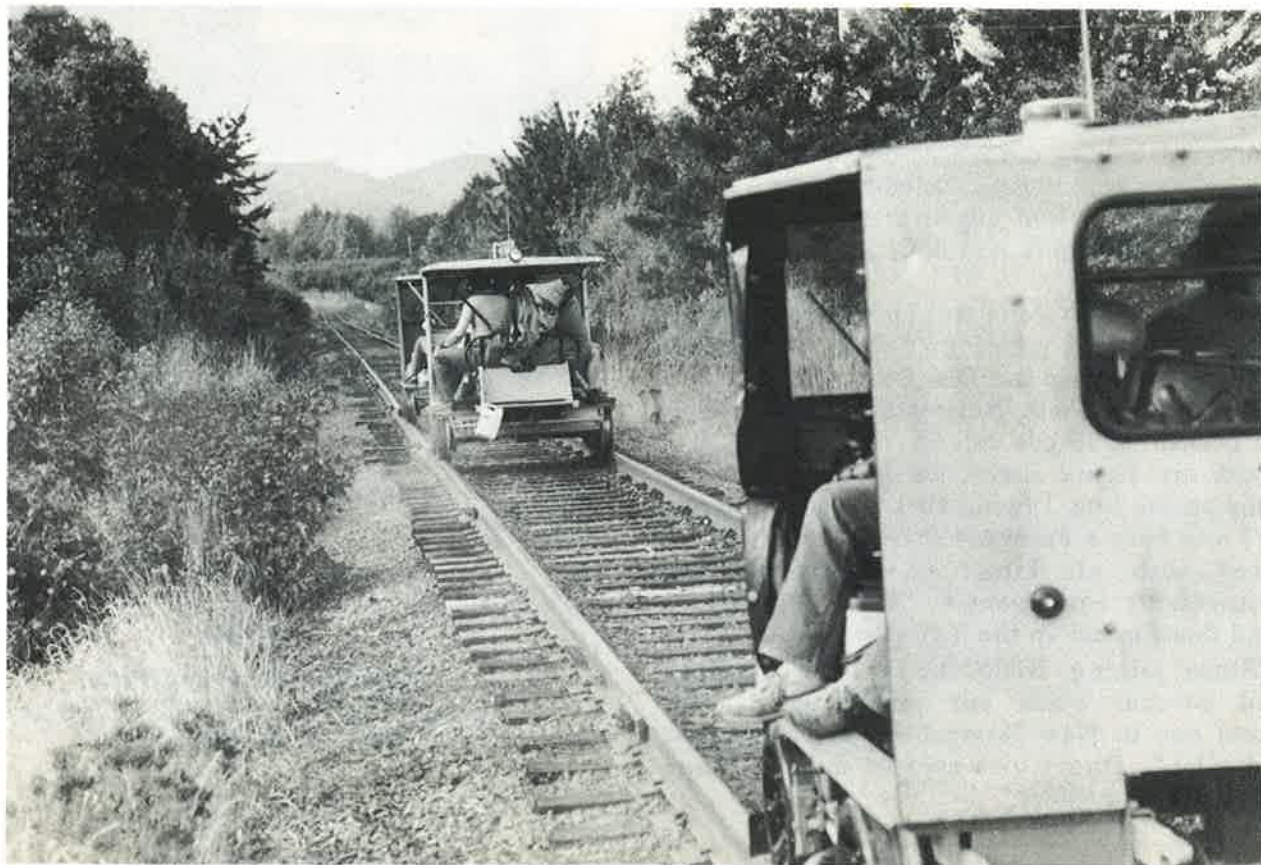
Joel Williams' M-19 No. 334 is shown at the regional NARCOA meet in Arkville, New York.

January 1991

		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	24	26
27	28	29	30	31		

NARCOA is considering the publication of a track car calendar for 1991. The successful completion of this project will depend upon the submittal of your best track car photos. We would prefer 5x7 (or larger) size prints (either color or black & white are equally acceptable) for possible consideration in the calendar, however, a good, sharp color slide can also be used, if the slide was taken in optimum lighting conditions.

Submissions of photos can be sent to either Joel Williams or Doug Leffler, and mark them for the 1991 calendar. Please indicate whether the photos need to be returned after publication.



Top - Rick Leach photographed these ST-2's in action near Odell, Washington, during the October meet on the Mount Hood Railroad. Left - Brad Anderson photographed his ex Chesapeake & Ohio Fairmont 59C at Carson City, Michigan, during the June, 1989 meet on the Sweet Line Railroad.



THE SETOFF

Box 82
Greendell, NJ 07839



POSTMASTER: IF UNDELIVERABLE, PLEASE RETURN TO SENDER