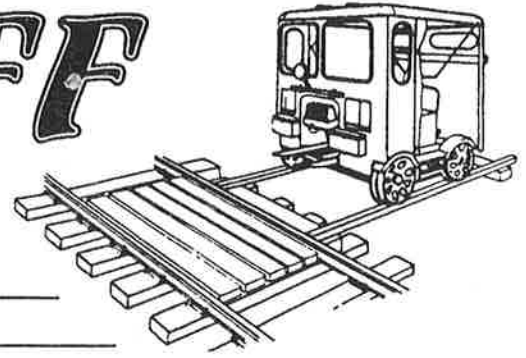


THE SETOFF

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

Spring 1991



Wedding party (note flowers in bride's hands) poses on handcar--single-handle model with bench in front. Is that fishing creel and a picnic basket on the deck?

With this issue of THE SETOFF, we begin a Nostalgia Photo Section featuring photographs like the one above (see pages 12 and 13). We encourage you to submit photographs you may have relating to track inspection cars, etc., for inclusion in future issues of THE SETOFF. Include, if you can, a description of the photo's contents. Remember to enclose a stamped, self-addressed envelope for return of your photographs to you. Write on the back of the photo or tape a note to it stating that you want it returned and your name, so we can keep track of it easily.

UPCOMING MEETS/EVENTS

(EDITOR'S NOTE: NARCOA encourages its members to organize meets for the membership, and to report these events to Dick Ray, 5 Hemlock Place, Randolph, NJ 07869. Dick is the Meet Coordinator for NARCOA. All events reported will appear in this space, and meet organizers are encouraged to plan two months or more in advance for timely inclusion in THE SETOFF.)

Events based on requirement to have insurance:

June 18 - Black Hills Southern RR: Ten miles each way. Contact Hank Brown, 622 Oak Street, Cottage Grove, WI 53527. Phone: (608) 839-4939.

June 22 - Pend Oreille Valley RR, Newport, WA: Ride a line with tunnels! Contact Rick Leach, 20523 Welch Road, Snohomish, WA 98290. Phone: (206) 668-2776.

June 23 - St. Maries River RR, St. Maries, ID: Contact Rick Leach (see above).

July 20 - Duluth Historical Society, Duluth, MN: 22 miles each way. Contact Mark Arnold, 6345 335th Street, Stacy, MN 55079.

August 24 - Iowa Northern RR, Manly, IA: Help Manly celebrate their railroad/agriculture days. 136 miles! Contact Hank Brown (see above).

October 26 & 27 - McCloud River RR: Opportunity of a lifetime! Entire line, includes 5%+ grades and a switchback across the side of Mt. Shasta. Minimum 20 cars, \$100 per car. Send check payable to McCloud River RR to Ron Zammit, 626 Evans Road, San Luis Obispo, CA 93401. Also, send large SASE.

Events not requiring insurance:

July 13 & 14 - Coopersville & Marne RR, Coopersville, MI: 7 miles each way. Contact Bill Henning, 16157 Chatham Drive, Fraser, MI 48026.

July 20 - Coopersville & Marne RR, Coopersville, MI: 7 miles each way, photograph your car next to steam locomotives, diesels, coaches, and cabooses. Send SSAE to Brad Anderson, Director of Safety, C & M Ry., 4955 Lake Harbor, Muskegon, MI 49441.

August 10 - South Branch Valley RR, Moorefield, WV: Run Moorefield to Green Spring, picnic lunch at Green Spring while train watching (bring lunch & drinks), then run south to Petersburg, turn on a wye, return to Moorfield at dusk. \$28.00 per car. Send SSAE to Dick Ray (see above).

August 17 & 18 - Black River & Western RR, Flemington, NJ: Motorcars and Handcars! Help celebrate the BR & W RR's Festival Days, three bridges to Lambertsville. Contact either Rick Ray (see above) or John Nolan, 39 Tumble Falls Road, Stockton, NJ 08559. Phone: 996-3733.

September 8 - Algoma Central Railway: 89 miles each way. Fall color run. Contact Hank Brown (see above).

EDITOR'S NOTES

By Gene Tucker

"The best laid plans . . ." Well, you know how the remainder of that old saying goes, so we won't repeat it, except to say that that might very well describe the situation that your editorial team has found itself in in the past couple of months.

Having gotten our first couple of issues off the press, we thought we'd get back into the regular schedule of publishing *THE SETOFF* on its regular schedule. Our last deadline date was April 15th, and I got involved in some travel out of town, trying to meet a very heavy schedule with the end of Desert Storm (I am a singer in the U.S. Army Band), and the better part of this team, my sister, Deanna (and her husband), were busy buying a house and moving. As a result, our publishing of *THE SETOFF* slipped. I got letters asking me if an issue had been missed ("No", was the embarrassed answer), and we've passed a meet deadline or two.

For all of that, we're sorry, and resolve that we'll meet faithfully the next upcoming deadline dates. They are:

Summer: July 15th

Fall: October 15th.

Please have your meet stories, want ads, meet announcements, meet this member, and other items to me by those dates, and we'll do our part!

Finally, before I sign off for this issue, let me say that the quantity and the quality of your submissions remain very high.

Oh, yes, in case you're wondering, we have had a little time to get on the rails (we had a great time at the Valley Railroad in Essex, CT, riding velocipedes . . . story to follow next time). We look forward to seeing you trackside and to hearing from you!

EDITORIAL

By NARCOA Staff

(Editor's Note: The following story describes an actual, not fictitious, event which occurred recently on a railroad in the Eastern U.S.. Naturally, the name of the railroad and the names of the offending parties have been purposely obscured. Still, though, the meaning of the message is clear: Anyone running on rails on which they do not have specific train orders or permission is trespassing. This is an activity NARCOA does not and cannot condone. We hope you'll pass the word along to your motorcar owning friends, NARCOA members and non-members alike. It's frightening what one incident like the one described below can create in terms of lost operating opportunities and poor relations with railroads we hope will host a meet for our members.)

One of our members--let's call him John--has gained permission to operate at will on a piece of unused track. This track is part of a railroad owned by the state Department of Transportation (DOT), and leased to an operator. John has had to meet with the operator and with the DOT many times to get this arrangement worked out, and has paid out several thousand dollars in fees.

Recently, two individuals were reported to be riding on the section of the railroad being leased by the operator, and at a time when the operator had train traffic on the line. Although John had no knowledge of the two riders who had been using the track, and had always clearly stated that permission was required to run the line, he was nevertheless called to explain to the DOT and the railroad operator to account for the incident.

We cannot overstress just how serious this incident was, not only because it was extremely dangerous, but because of the public relations implications of the activity.

John was making progress toward a full tour of the railroad, and this opportunity may

now be gone. His access to the unused section may be curtailed. Other trackage owned by the same DOT may become unavailable. The DOT position is that some local publicity has attracted "bandit riders".

At least one of the parties involved in the incident is a recently joined NARCOA member. While the two individuals have been located and identified, we have no plans for encouraging a trespass charge or other legal action. Instead, NARCOA plans to encourage them to join our organized runs, learn safe and responsible operation, and to run more track than they ever dreamed was available.

NARCOA's policy has been and will continue to be discouragement of operation on any railroad track without permission.

THE SETOFF

Volume 5 Number 1

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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, NJ 07839.

MEET HELD AT TIOGA CENTRAL IN NEW YORK

**By Gary Gadziala
Union Pacific MT14**

The weather forecast was not encouraging. Rain, wind, and cold, but nothing about the "S" word. After a long winter of inactivity, the urge to run this historic line overcame any concern about the weather.

Sure enough, by 9 a.m., a diverse group of cars were being prepared at the Owego depot for our run to North Hartford. We departed in two groups, accompanied by Tom Gazda and Gary Severn of the Tioga Central. A handful of townfolk were at the depot to observe the activity.

Our first group of cars ran the 26 miles of 100-lb. rail to North Hartford and got the brush clearing done in the rain while waiting for the second group to arrive. On the way north, we passed by the road's main freight customer, Western Energy. This large facility at Hartford Mills stores propane in underground caverns during the warmer months, and ships it back out in the winter.

On the run back to Owego, the wind and rain seemed worse. I envied the group with cab heaters and the operator of the closed cab MT14 who joined us on the way. The next stop was the museum at Flemingville, where the main attraction was an old fashioned wood stove stoked up and running full blast. We took turns getting warm and drying out. Outside, a repair crew was busy changing several flues on an 0-4-0 Vulcan, which was built in 1918.

Looking out the window of this depot, one could easily go back in time 70 years and imagine freights with Lehigh Valley hoppers heading north to Lake Ontario to deliver their Pennsylvania anthracite, or passenger trains going by at 60 m.p.h.. In the Fall, special sports trains brought rival football teams and fans up this line to Cornell University at East Ithaca. This section is now gone. The second group got some brush cutting done here before we headed south.

Arriving back at Owego, we all loaded up in good time for our drive home. Dick Ray, Ken Kurdt, Lloyd James, and the others were soon on their way. For me, the real excitement began about 6 p.m. when the snow began. Going uphill on Route 220, my Astro started spinning wheels and soon all forward movement came to a halt. The noise from the snowplows woke me up at 2 a.m. and I carefully resumed my drive south. I arrived home to Ellicott City Maryland, at 7 a.m. In all, an unforgettable weekend.

Thanks to Jim Meade and Dave Ford of the Tioga Central for their assistance in hosting this event. I'm certainly looking forward to the next meet, and expect I'll have my new set of curtains ready by then.

ORGANIZATION NEWS

By Joel Williams

Earlier this year, a letter arrived from Jon Knight of Rockford, IL, requesting a local chapter charter for a group forming in the Illinois-Wisconsin area. The NARCOA by-laws had not anticipated local chapters, so several amendments to the by-laws were proposed and voted upon. The NARCOA directors in general felt this to be an excellent idea.

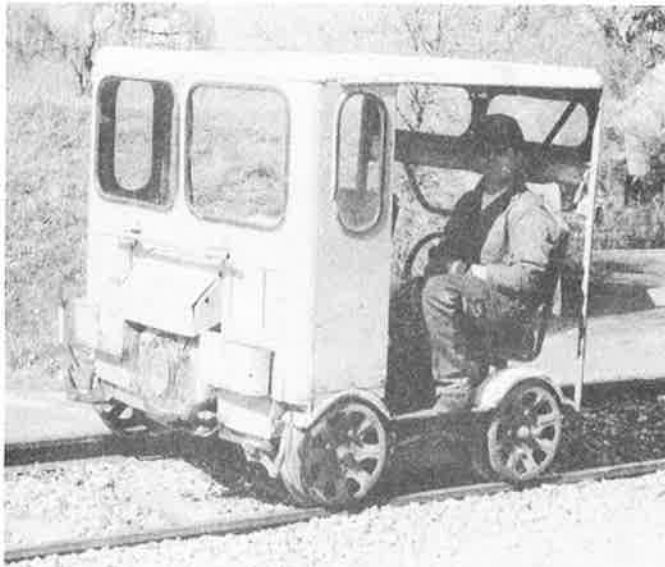
On April 20, 1991, the first NARCOA local chapter charter was issued to the Mississippi Valley Riders. There is more news about the Mississippi Valley Riders in another part of *THE SETOFF*. This and future issues of *THE SETOFF* will have a special area for local chapter news. Other groups have expressed interest in charters as well. If you are interested in the requirements for chartering a local NARCOA chapter, just let me know and I'll send you a package of information.

When the nine original NARCOA directors were appointed, regional representation was one of the main considerations. In order to maintain this regional character, an amendment to the by-laws has been proposed that would divide the country into equal areas, in terms of motorcar ownership, and elect a director from each area. Presently, all members would elect all directors. The vote on this proposal is under way.



THE TRACK INSPECTOR SEZ:

**A THOUGHTFUL MOTORCAR
MEET PARTICIPANT ALWAYS
CHECKS THE BRAKES OF THE
CAR BEHIND . . . AND THE FUEL
LEVEL OF THE CAR AHEAD.**



Shot of Michael Haugh on his ex-Southern Pacific MT19 at the Yolo Shortline.

YOLO SHORTLINE TOUR HELD IN JANUARY

**By Brett Tallman
West Coast Editor**

January 1991 greeted me with a trip over California's newest railroad, the Yolo Shortline. This Sacramento area road covers eight to ten miles near and alongside the Sacramento River, crosses a drawbridge, and runs over a levee for a short distance. The line serves one customer, a sugar plant, and owes its heritage to the former electric road, the Sacramento Northern. Yolo Shortline employee Michael Haugh operated his MT19 with me as a passenger, and along the way we picked up a keg of spikes, then dropped them off where section crew members were busy replacing ties. Negotiations are underway for a possible motorcar meet with the added attractions of a run over the nearby Silver Bend RR and a tour of the California State Railroad Museum.

NEWS ITEMS . . .

**By Dick Ray
Western Maryland M9, No. 67**

WALTER MATUCH of Bayonne, NJ, reports that a Rail Expo was held on May 18th and 19th at the restored CRR - NJ Terminal in Liberty State Park, Jersey City, NJ. NARCOA members were invited to display their motorcars and related track maintenance equipment for public viewing. Each member participating received a free Bachmann G/#1 gauge operating handcar with tool trailer. This event has become an annual event for NARCOA members.

KELLEY MORRIS of Snohomish, WA reports that a group formerly known as the Fairmont Railcar Association (now known as Northwest Railcar) has elected to formally align themselves with NARCOA. This is an active group of upwards of 20 people in the Northwest. The group had Spring meets planned for April 13th - Oregon, California & Eastern RR; April 27th - Pend Oreille Valley RR; April 28th - St Maries River RR; and June 1st - Chehalis Western RR. For information about this group, contact Kelley at 11008 210th Street, SE, Snohomish, WA 98290. Phone: (206) 668-1100.

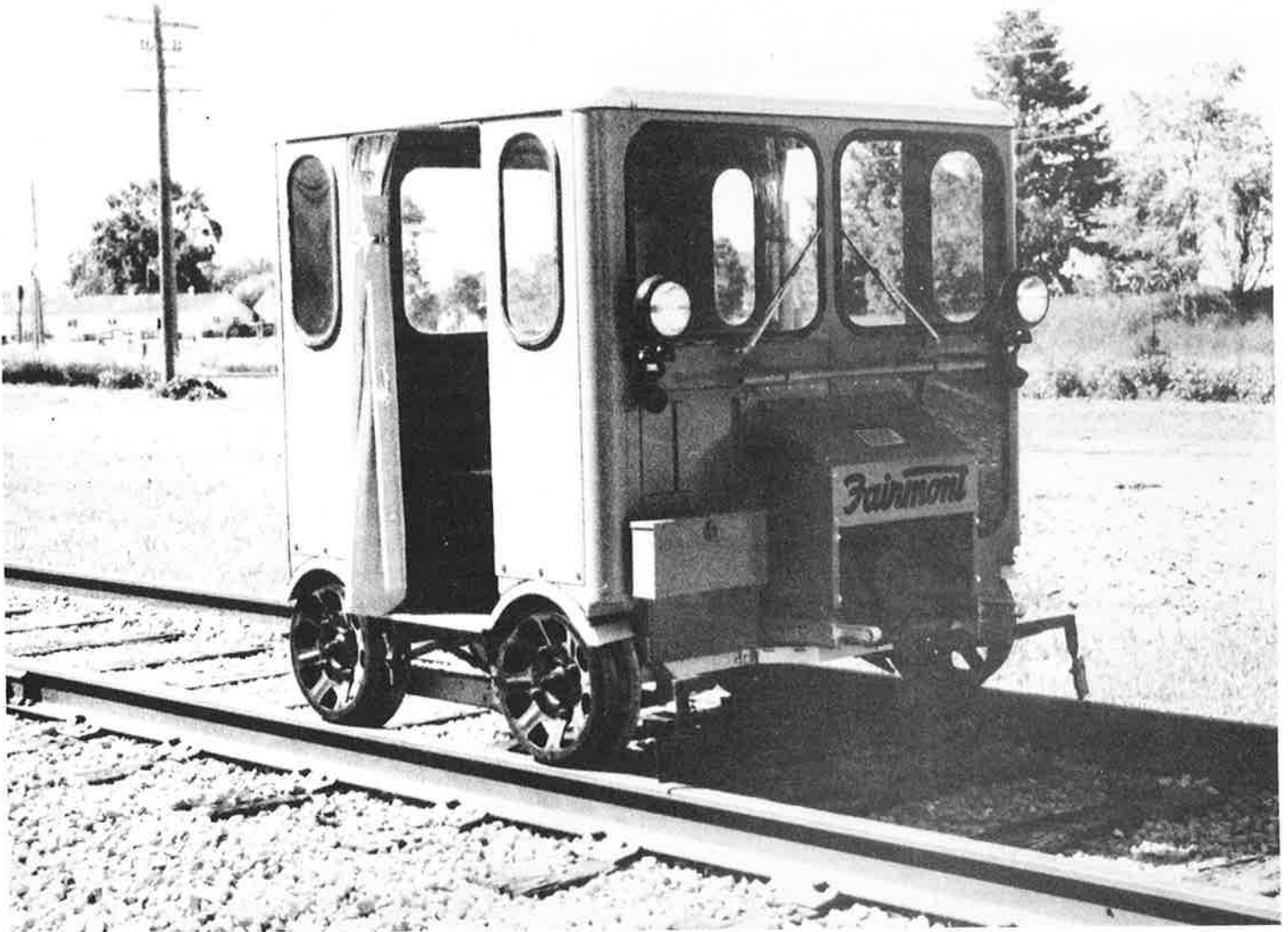


HOBO RUN A VERY WELL ORGANIZED AFFAIR

**By Dick Ray
Western Maryland M9, No 67**

A run can be a very well organized affair, or it can be a somewhat less organized event.

An example of a highly successful meet is the annual run on the Hobo RR in New Hampshire. Last year, I took this photo of a sign made up by John Pratt and Paul Yorkis which announces to motorcar operators a grade crossing ahead. It shows the high degree of organization and planning that is possible.



ONE-OF-A-KIND FAIRMONT MT19 CAB FOR SALE

By Thomas Schmieder

My father and I are NARCOA members. In our restoration of an ex-C&O M19 (#M1671), we have dealt extensively with Fairmont Railway Motor Co., which has been extremely helpful to us with our endeavors. In return, they have made me aware of a cab that they built as a specialty item that was only put on a car once for display purposes. It is now in a crate in their warehouse. Roger Belau, the Director of Marketing at Fairmont, asked if I was interested in this item, but I wasn't since I am involved in a restoration of our car, which has a different style cab. He asked that the following ad be placed in *THE SETOFF* in the event that any NARCOA member may be interested in this one-of-a-kind item. (NARCOA members should contact Fairmont directly.)

FOR SALE: Special one-of-a-kind cab in stock at Fairmont. Designed for an MT19 as shown in the above photo. Also equipped with rear hinged doors,

acoustic sound insulation on the interior, and a roof mounted strobe light. Only one in stock. Will sell for Fairmont cost of \$2,750.00 F.O.B. Fairmont, MN. This is a one-time offer, subject to prior sale and acceptance by Fairmont. Contact Roger E. Belau, Director of Marketing, Fairmont Railway Motor Co. P.O. Box 415, Fairmont, MN 56013-0415. Phone: (507) 235-3361.

LOCAL CHAPTER NEWS

By Joel Williams

The Mississippi Valley Riders held their organizational meeting on March 10, 1991, at Jon Knight's house in Rockford, Illinois. The following officers were elected: President - Jon Knight; Vice President - Carl Anderson; Sec./Treas./Meet Coordinator - Hank Brown; Safety Committee Coordinator - Dave Frey; *SETOFF* Representative - Joe Moth. For membership information, contact Jon Knight, 235 Iroquois Ave, Rockford, IL 61102. Phone: (815) 965-7648.

WANT ADS

(EDITOR'S NOTE: NARCOA is happy to receive and print ads of items needed/wanted, or for sale. Submit items to the Editor. Ads are subject to abridgement in the interest of space.)

FOR SALE: Fairmont M19, good condition. Stan Halley, 61 Alphano Road, Great Meadows, NJ 07838. Phone: (908) 852-0294.

FOR SALE: VHS video of trackcar fun on New England branchlines, "Speeder Fever", \$49.95 plus \$3.50 shipping and handling from Ashpit Productions, Ltd., 25 Maple Avenue, Claremont, NH. Super VHS available for \$12 additional. Also available: "Spikes of Steel", video of track maintenance gang in action, \$24.95 plus \$3.50 S&H.

FOR SALE: A5 Fairmont open car, good condition - \$750.00; M19 cab car (less engine), poor condition - \$250.00; Kalamazoo gang car (open) with engine & transmission, poor condition - \$150.00; Kalamazoo T9 transmission, poor condition - \$25.00; Kalamazoo directional box, poor condition - \$25.00; A5 directional rear with bearings and hubs, good condition - \$125.00;

Fairmont directional rear (A5 type) with splined axles, new - \$100.00; Hi Rail gear for pickup truck - \$150.00. Also, assorted Fairmont SE parts - carb, \$25.00; condensor, \$25.00, axle pulley (weed type), \$20.00. Sorry, I don't have coils or cranks. Contact Wade Monn, Jr., 2014 Hillcroft Drive, Forest Hill, MD 21050. Phone: (301) 557-9159.

WANTED: Friction wheel for 1932 Fainbanks Morse Sheffield 40B, or ideas on a substitute material to replace original composition. Contact Terry Meiley, Rt 2, Box 198, Pine Island, MN. 55963 Phone: (507) 824-2228.

WANTED: For Northwestern motorcar model 539R with model 23 Briggs & Stratton engine: all drive pulley assembly on engine and all drive pulley assembly on jack shaft. Contact Francis Saunders, 46 Clark Gates Road, Moodus, CT 06469. Phone: (203) 873-8346.

FOR SALE: Two Sheffield motorcar wheels, 16" diameter, one-piece (no detachable hub) with Fairmont axle-saver bearings, thrust collars and axle. Axle is bent, but can be used as a pattern to turn a new one. \$75 complete. Contact Dave Williamson, 333 Lancaster Avenue, Apt. 204, Frazer, PA 19355. Phone: (215) 296-5584, work (215) 459-2492.

MEET THIS MEMBER:

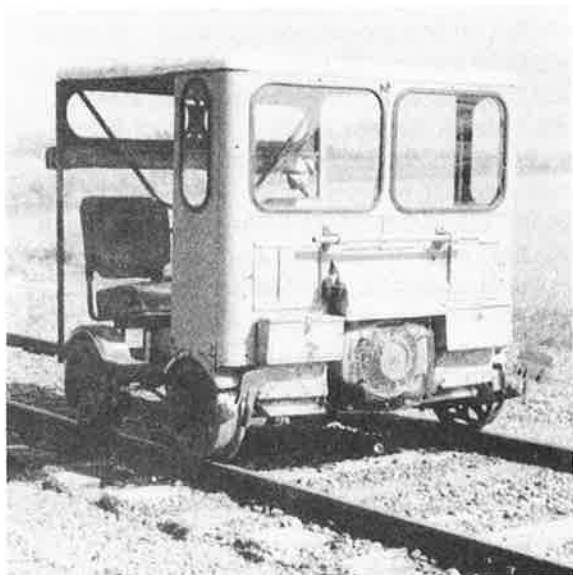
By Hugh Cain

A Fairmont M9 No. 3532 is my latest restoration project, having been bought from the Norfolk Southern RR in April 1990. I began rebuilding and repainting it in February 1991, and the job was completed in April of this year. The rebuild included the addition of some safety devices. This M9 was built in May 1952 for the Southern Ry. as model M9G-2. My interest in motorcars began in 1958, when I was offered motorcar rides on the Gainesville Midland RR in Georgia by the track crews. Paul Merriman (of Tennessee Valley RR & Museum fame) assisted my re-introduction to motorcars in the mid 1970s, and my first purchase was an ex - CSX M19, which I totally rebuilt in 1989, before selling it in 1990.

My interest has led to the establishment of a business, Southeastern Rail Service, in which I buy, sell, repair, and restore motorcars and parts.



Hugh Cain poses beside Southern Railroad #3532 Fairmont M9G-2.



At left and below, Michael Haugh's ex-S.P. MT19 on the Yolo Shortline near Sacramento, California, May 1991.

Photos by Brett Tallman



Below, NARCOA member Leo Gay's 1940 Panhandle & Santa Fe M19-D at a recent Mojave, California, meet.

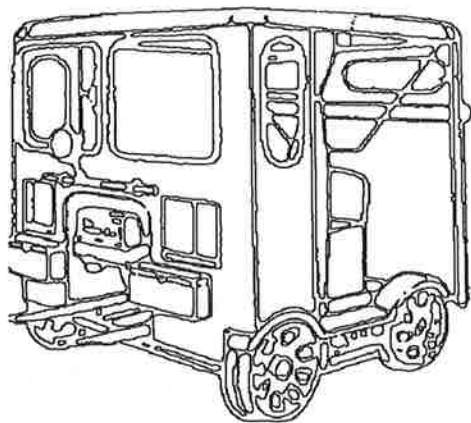
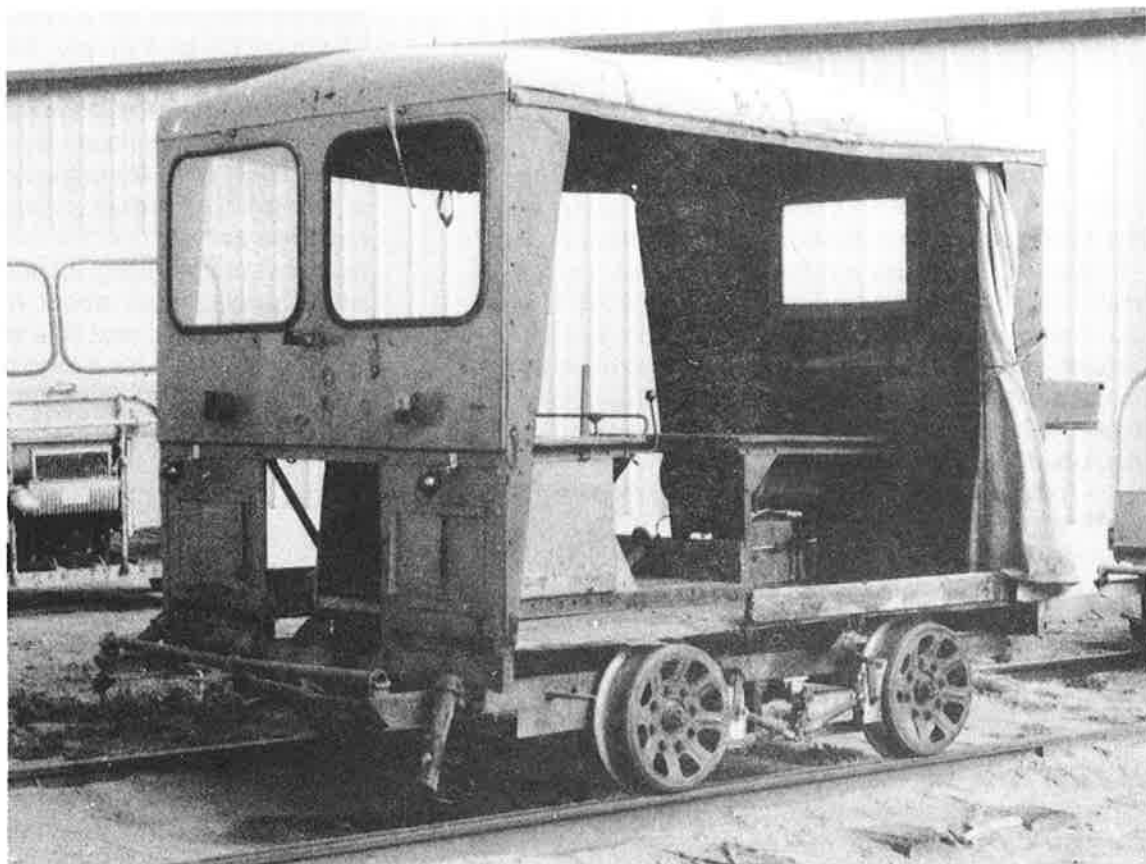
Photo by Brett Tallman



SCENES FROM SOME RECENT RAILCAR MEETS

At right is Tom Wellbaum's A3 at the Mojave meet on its first run.

Photo by
Brett Tallman



At right is Howard Shepherd's ex-U.S. Army M305, shown in 1990.



3 MOTORCARS VS. 1 CRANE

By Brad Anderson
C&O M19 No. M981

The Muskegon Railroad Historical Society was relocating its equipment from downtown Muskegon to the Michigan Shore Railroad's yard in Norton Shores (Muskegon), Michigan, a rather short distance of 2.5 miles. The MSRR locomotive 1077, an Alco RS-3, made quick work of moving our 20-ton Whitcomb, flatcars, boxcar, and caboose. However, one piece of equipment, a PM/C&O 3,000-pound capacity Browhoist crane, was left behind due to the fact that it was equipped to be pulled by a drawbar.

A discussion with MSRR resulted in receiving permission to move the crane using motorcars. Saturday, February 23rd, was selected as the date. The morning was sunny but very cold, with temperatures hovering below 20 degrees. Three Fairmont motorcars were enlisted for the move: Dave Stroebe's C&O #M1171, Tom Snider's partially restored (cab removed for painting) NPRR #99299 and my C&O M981.

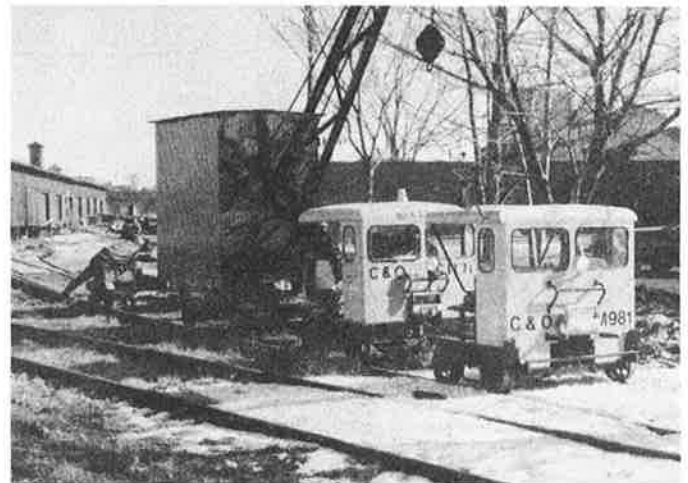
We all met at the MSRR yard for the trip downtown at 9 a.m. This was the maiden trip for Tom's car and proved a little disappointing, due to a fuel/oil mix that plagued his engine. Two new plugs and a tow later, we arrived at the siding on which the crane was sitting. After the cars were turned, Dave backed down and tied on to the crane, then I tied on to the front of Dave's car. Tom proceeded down to the next crossing to set off, switch tracks and come up behind the crane as a "pusher". The three cars and our seven-person crew were ready.

The first mile and a half was pretty much uphill. As we started out, the motorcars were really straining and everyone not driving was pushing. Our first crossing was pretty clogged and frozen. This proved to be a stalling point due to the flanges on the crane. After three running starts, we elected to pull the motorcars clear and use one of our crews' four wheel drive truck to pull the crane across. We tied back on and proceeded another 200 to 300 yards before stalling on the hill again. Tom's car as pretty much out of the picture at this point. Dave's car and mine were really working and making lots of steam. At this point, Dave and I pulled clear again and let the truck take over for the rest of the grade. Once the crane reached the top, Dave and I backed down and tied on again. With our "pushers" (on foot) in place, we started out again at a blazing speed of two to three miles per hour.

Two rather tight gauge curves lay ahead of us as we pushed our cars to the limit into the first curve. Once again, the truck was used as power for about 100 yards. Once through the curve, we continued on. Since most of this track runs through a residential area, our motorcar lash-up proved quite a sight for the line side houses. The pace quickened to four miles per hour briefly as we

were on straight and level track, but we still had one more curve to go through. This time we made it.

The yard limit was in sight as we exited the curve and crossed over Business Route 31. We eased to a stop at the engine house lead, and broke off Tom's car so we could push the crane back down a stub track out of the way. Our mission completed, ten very tired MRHS members and our overworked motorcars relaxed for a moment before loading up and heading home. The whole project took about five hours, the "work" we do for fun. The next time we have to move that crane (and I hope it's a long time from now), I think we'll use five or six motorcars.



Motorcar lash-up towing Browhoist crane.

Photo by Brad Anderson



Three Fairmonts and the Browhoist pause by Seaway Drive overpass in Muskegon, Michigan, while awaiting a Ford Bronco to pull the crane up the hill. From left, Tom Snider, Jim Hughs, and Brad Anderson.

Photo by Dave Stroebe

RESTORATION OF A FAIRBANKS MORSE

By Bill Albrecht

Fairbanks Morse Model 53, MEC RR M-34

The restoration of Maine East Coast RR M-34 car began about a year and a half ago, when a friend, Fred Prichard and I decided that we should have a car to use for that occasional excursion. A mutual friend has several cars in various conditions, and after some lengthy discussions, we persuaded him to let us take one to fix up and use as long as we wanted.

We decided on a Fairbanks-Morse Model 53 (ex-MEC RR M-34) with a Fairmont front added at some point by the railroad. The car was complete, except for drive chain and carburetor. The car is chain drive with a disc clutch on the side of the engine.

Initial examination showed that the car had been wrecked because one axle was bent and the running board was buckled. We stripped the car down to the bare frame and then straightened the axles. A closer examination showed that the frame was three inches out of alignment and was bowed as well. The frame was taken apart and straightened, then reassembled and stretched back to square.

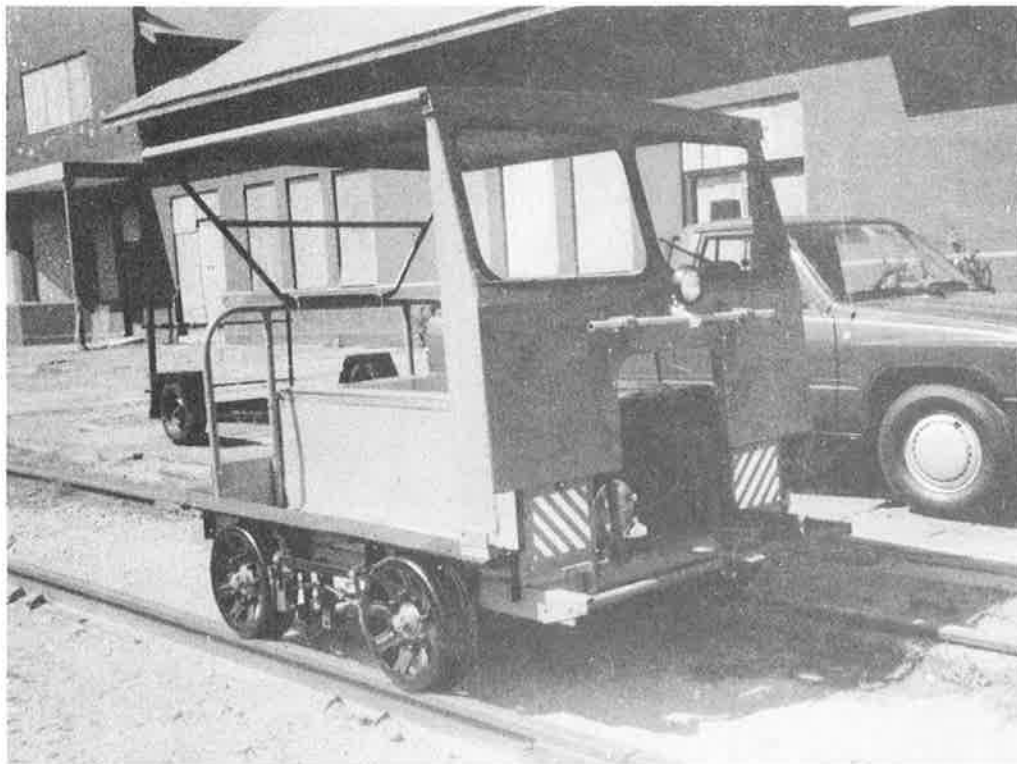
Then, the axles were re-mounted, the engine set in place and the reassembly went forward. During this time, the brake rigging was rebuilt and the drive sprocket was replaced, for it was so worn that the chain wouldn't stay on properly. Apparently, the car has many miles on it.

The wooden floors in the footboard area were replaced, as was the toolbox and the shelf it sits on. With the mounting of the gas tank and a 12-volt battery on the tool box shelf, all the major items were done. A carburetor was scrounged, some wiring was done, and the engine started on the first try, as was expected. You

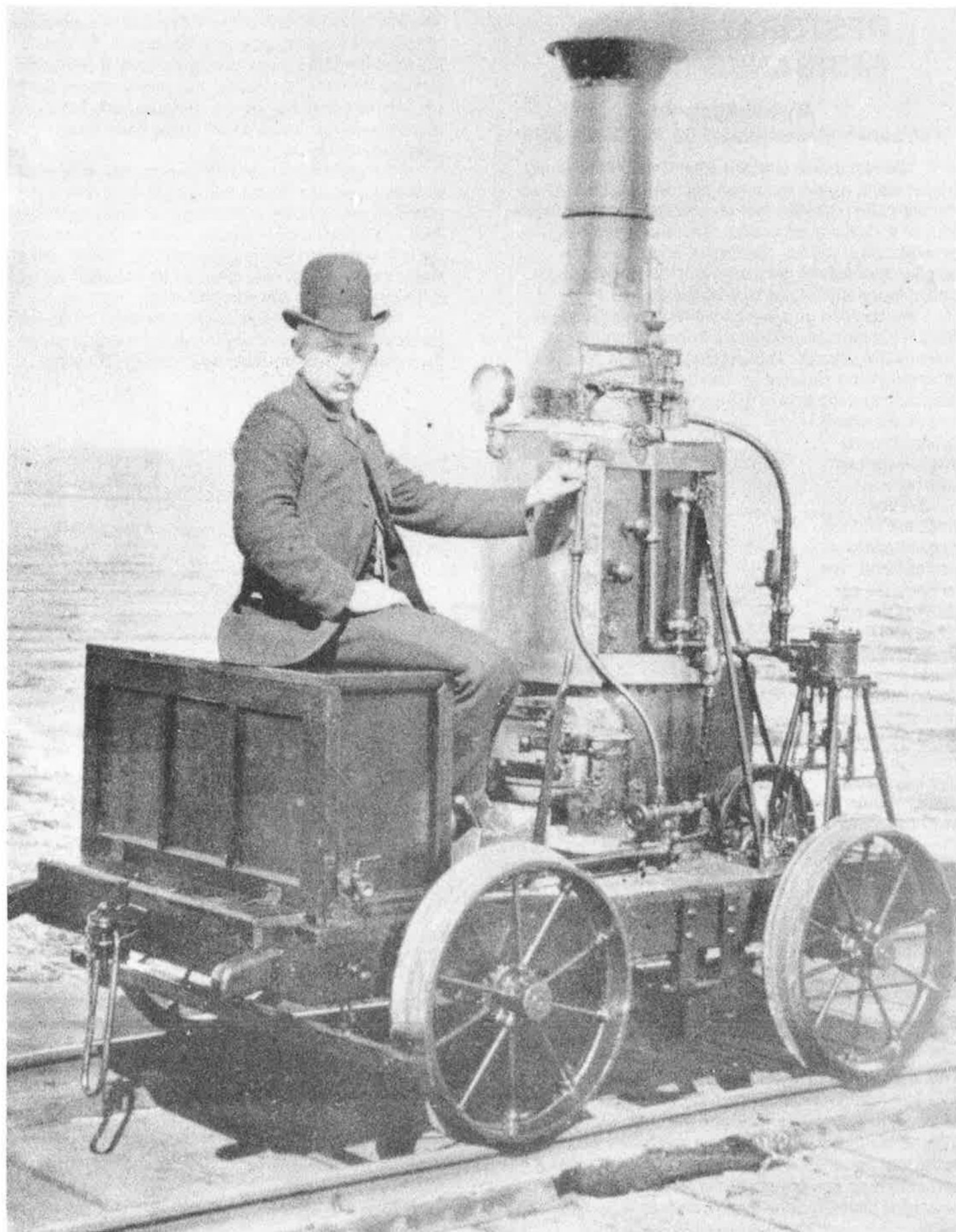
see, Fred is a master tinkerer, with much experience in old engines. Most anything he wants to fix, he can. Knowing that the car ran, paint was applied and a test run was planned. We ended up painting the car orange (its original color), but with its Fairmont front, it is a color that it never was. I also added a little white zebra striping on the ends for safety.

Our initial trip was from Plymouth, NH, northward to Jack O'Lantern Resort and return, a 29-mile roundtrip on a section of the Plymouth and Lincoln RR (Hobo RR) that is not in regular service. Our thanks to the management for permitting this trip. The car ran a little warm, but otherwise okay. All that remains for 1991 is a little stencilling and other detailing.

Since then, Fred has acquired a Fairmont A5 gang car from Berlin Mills Railway and has it ready to go, so the Fairbanks is in my shed now, waiting for spring.



Shown above is William Albrecht's restored Fairbanks Morse Model 53.



Ah Nostalgia . . .

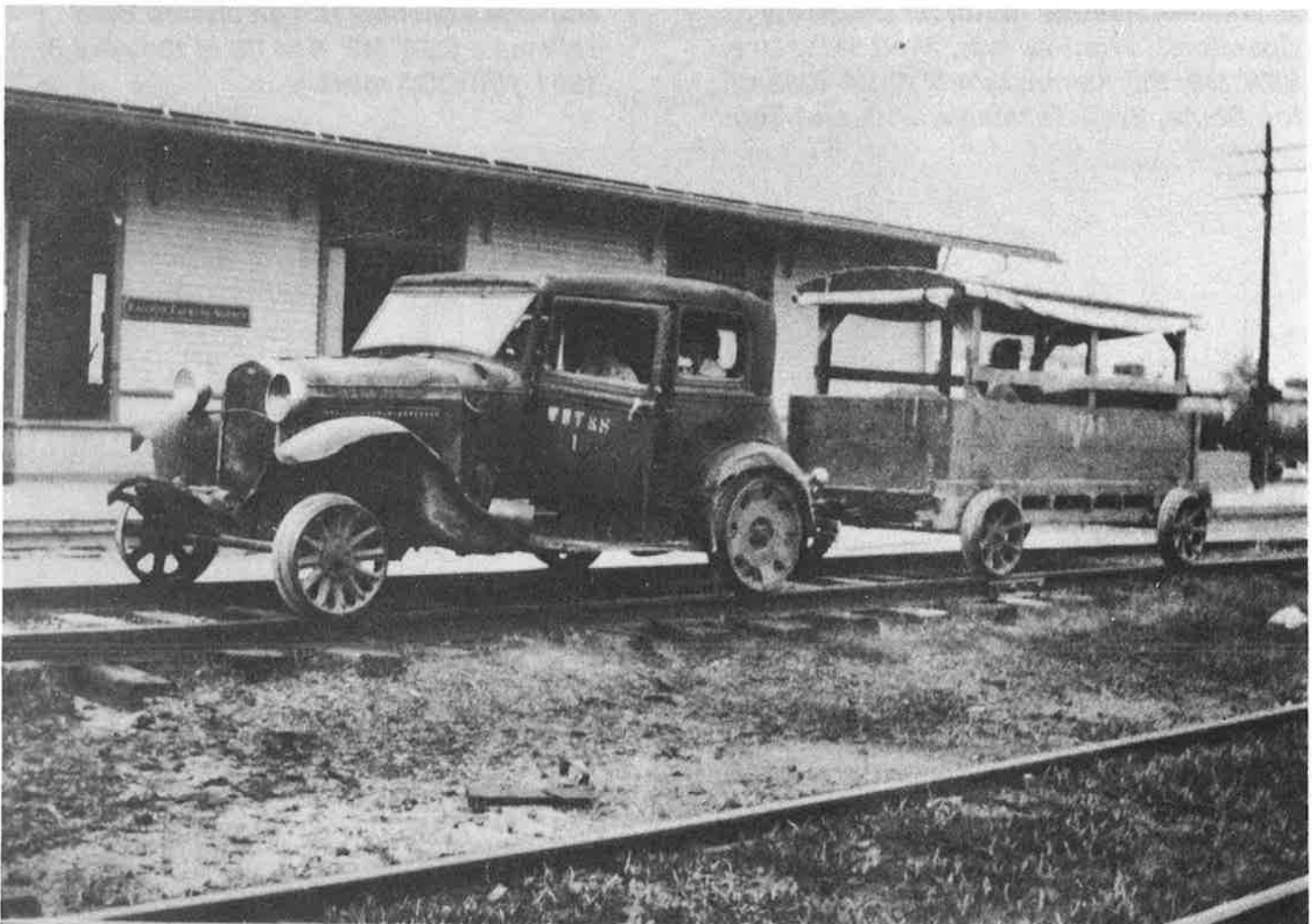


Photo opposite page, Arcade & Attica RR steam inspection car.

At left, a Fairbanks Morse 40B approaching the Morrystown Terminal on the Morrystown & Erie RR, January 20, 1945.

Below, a Ford Victoria circa 1931 of the Waco, Beaumont, Trinity & Sabine RR with trailer car shown on July 1, 1948.

Photos from the collection of Austin McEntee





Above, railcars in place for Sacramento's Rail Fair '91. Bill Kaminsky and Denny Anspach organized the display, presented as Western Railway Motorcar Owners & Operators. Front to rear, Brett Tallman's SSW M9, Bill Kaminsky's M19-AA Burlington Route, Brett Tallman's M19, and Tom

Wellbaum's ex-SP A-3 next to the paddle wheeler "Delta King" on the Sacramento River. Below, Yolo Shortline employee Michael Haugh aboard Brett Tallman's SSW M9, #6410, at the May 5, 1991, NARCOA meet.

Photos by Brett Tallman



NARCOA REPRESENTED AT CALIFORNIA RAIL FAIR '91

By Brett Tallman
Cotton Belt M9, No. 6410

The May 1991 Rail Fair in Sacramento included a display of motorcars belonging to members of NARCOA, MCCA, and the Western Railway Motor Car Owners and Operators at the California State Railroad Museum, thanks to the efforts of Bill Kaminsky and Denny Anspach. Many thousands of people viewed the display and came away with a better understanding of motorcars, and some, an interest in becoming a member of the aforementioned groups. In addition, thousands more people saw our display in the Sacramento Bee newspaper, and will see it on KCOE-TV--likely to air in June--over some PBS stations (at least three news stations may or may not air what footage they shot of us). The motorcars were situated to the left and to the other side of the tracks in relation to *THE SETOFF's* earlier report, a change which put us next to the E.M.D. FT demonstrators, and in view of the parading steam locomotives.

In conjunction with Rail Fair '91, two NARCOA meets were held on May 5th and 12th over the Yolo Shortline (see related article elsewhere in this issue), and were attended by readers who wrote to this writer after seeing it in *THE SETOFF's* previous edition (if you missed out on any of these meets, please contact me immediately to be included on a following meet; I am so sorry that I am unable to return long distance calls).

Ten miles of ex-Sacramento Northern line were covered by our respective seven- and five-car groups, which included some running on a levee of the Sacramento River. During the May 5th meet, cab rides were provided in a G.E. 50-tonner and an Alco switcher, although some folks chose the smooth riding ex-U.P. caboose over the locos. Unfortunately, the locomotives were unavailable on May 12th. We'd like to thank Dave Magaw, president of the Yolo Shortline, for hosting these events.

Below, Tom Wellbaum's ex-SP A-3 on the Yolo Shortline May 5, 1991, with passenger Charlie Baden, "Flimsies" editor.

Photo by Brett Tallman



HENRY FORD MUSEUM RAILROAD DAYS ARE PLANNED FOR 1991

By Gary Gadziala and Gene Tucker

The Henry Ford Museum and Greenfield Village in Dearborn, Michigan, are proposing to hold a program during 1991 called Railroad Days. This program will highlight the museum's collection of railroad related artifacts and railroad history.

The museum has been in contact with some railroad companies, and would like to include an exhibit and demonstration of railroad inspection cars. The museum currently has only one operating car, and so would invite motorcar owners to join in this event.

Due to limited space, only 20 cars would be permitted to participate. Cars manufactured before 1960 only are permitted, and no Hi-Rail vehicles will be permitted.

If you are interested in being a part of this event (which is not a "meet", per se) contact Gary Gadziala, c/o Paine Webber, Inc., 100 South Charles Street, Baltimore, MD 21201.



Fairbanks-Morse 40-B Before . . .

It isn't too often that you see the before and after photograph of a motorcar but, as luck would have it, Scott Cotner's Fairbanks Morse 40B, No. 244, is pictured on page 26 of the August 1949 issue of the Reading Railroad Magazine. After disposal by the Reading, the car wound up at Kovalchik Salvage of Burnam, PA, where it sat for over 20 years until Scott rescued it. Rebuilding the car took a great deal of work, including an engine rebuild.

The "before" photo shows the Section Gang No. 7, Rushland, PA. The "after" shows Scott Cotner posing with his 40B at Green Springs Station, South Branch Valley RR.



. . . and After

THE SETOFF

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