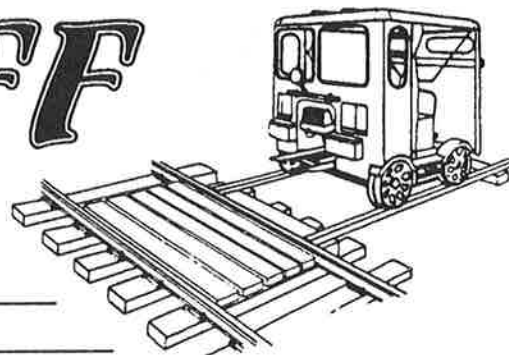


THE SETOFF

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

Winter 1991



Bob Makins (S2), Keith Parker (ST2), and Rick Leach (ST2/T19) on Mt. Rainier, Washington, in September 1989.

UPCOMING MEETS/EVENTS

(EDITOR'S NOTE: NARCOA encourages its members to organize meets for the membership, and to report those events to Dick Ray, 5 Hemlock Place, Randolph, NJ 07969. Dick is the meet coordinator for NARCOA. All events reported will appear here.)

Events based on the availability of insurance:

March 23 & 24 - Essex, CT: Brush cutting along the Valley RR line. Bring motorcars for transport and small chainsaws, weed eaters, and brush hogs. Workers get a full run of the line with no work involved on April 6. Insured event. Info from Francis Saunders, 46 Clark Gates Road, Moodus, CT 06469 (SSAE), or call (203)873-8346.

April 6 - Valley RR, Essex CT: Tour the whole line. Insured event. Info from Francis Saunders; see above.

April 7 - Connecticut Central RR, Middletown, CT (15 miles north of Essex): Insured event. Run this five-branch line and cross the Connecticut River on a swing bridge! The state may be small, but the river is large. Volunteers needed ahead of time to cut brush on one branch to create more motorcar trackage. Info from Francis Saunders; see above.

April 13 & 14 - Essex, CT: Handcars on the Valley RR! Insured event. The line is about 13 miles each way, following the Connecticut River, and is flat! We can promise that it won't be too hot this time. No leaves to hide the scenery either. Info from Francis Saunders; see above.

April 27 - Alleghany Central RR, Cumberland, MD: Insurance required! Ride 17 miles up the ex-Western Maryland track to Frostburg, and turn on the turntable. Send SSAE for info to Dave Rose, RD 4, Box 341B, Elmer, NJ 08313.

Events not requiring insurance:

April 13 - Walkersville Southern RR, Walkersville, MD: Come help cut brush and make this newly organized line available to NARCOA members in the future. Contact Vaughn Rockney, Walkersville Southern RR, P.O. Box 651, Walkersville, MD 21793, or phone (301) 963-1579.

April 20 & 21 - Cuyahoga Valley RR: Workmeet on the scenic Cuyahoga Valley Line. Help cut brush, pick up litter, and do light track maintenance, then enjoy running the length of the line. Contact R. R. Hixenbaugh, P.O. Box 141, Cuyahoga Falls, OH 44221-0141 (SSAE), or call (216) 923-0298.

April 20 & 21 - Tioga Central RR: Workmeet on the Tioga Central RR, a continuation of past events of this nature. Contact Dick Ray, 5 Hemlock Place, Randolph, NJ 07869 (SSAE).

May 16-18 - Nicollet Badger & Northern RR, Wisconsin: 15-car limit. Contact Hank Brown, 622 Oak Street, Cottage Grove, WI 53527, or call (608) 839-4939.

May 31-June 2 - Hobo RR, Lincoln, NH: Third

annual meet. Formal course on motorcar rules and operation with diploma awarded on Friday night. Saturday night, Boston & Maine Historical Society slide show. A dinner train will operate. Reo railbus will operate. \$20 registration, additional for rules course. For info call Paul Yorkis (508) 533-1222 or John Pratt (508) 429-7592.

June 15 & 16 - Walkersville Southern RR, Walkersville, MD: Come help celebrate the grand opening of this new line. Contact Vaughn Rockney; see above.

In addition, Dick reports that our sister organization, the Motorcar Collectors of America, Inc. (MCCA), has planned the following events for 1991:

April 13 & 14 - Great Smokey Mountain RR

April 27 & 28 - Kentucky West Tennessee RR

May 4 - Northeast Kansas & Missouri RR

May 11 & 12 - St. Louis, Iron Mtn. & Southern RR

May 11 & 12 - Cairo Terminal

May 17 & 18 - Coal Miner's Weekend

May 18 - Fox River Line

May 18 - Boone & Scenic Valley RR

For further information, contact Mark Mayfield, MCCA, 5 Bay View Hills, Wever, IA 52658.

MEET PROPOSED WITH SPRINGFIELD INDIAN MOTORCYCLE CLUB

By William Jeffers,
Hagerstown & Frederick M19, #1

This is an open letter to the membership . . . I recently had an idea for a run/meeting that I think would be fun for all involved, and give us a chance to show off our equipment and get to meet some good people.

Besides NARCOA, I also belong to the Springfield Indian Motorcycle Club of America. At our annual business meeting, I introduced the idea of a meet between SIMCA and NARCOA, to happen sometime in 1992. The idea was well received, and I was asked to pursue the idea with NARCOA.

SIMCA is a club dedicated to the preservation and restoration of the Indian motorcycle. We have many original and beautifully restored bikes. I am asking for opinions from the membership of NARCOA as to whether the membership wants a meet, and if so, when and where. The best time would probably be the Fall of '92. The location would have to be within the Maryland, Virginia, Pennsylvania area, within about two to three hundred miles of York, PA. August would be a good month, as it corresponds to the time of SIMCA's Fall get together.

Any opinions or other ideas are welcome. Contact me at: 5698 Singletree Drive, Frederick, MD 21701. Hope I'll be seeing some of you this Summer!

EDITOR'S NOTES

By Gene Tucker

Well, it seems like a month and a half can go very quickly (in between all that brushcutting I've been doing this Winter with the hand-car), but another deadline for the Winter issue of *THE SETOFF* is at hand, and this time, we're getting ourselves squarely into the 20th century, using a word processor to make initial entries of text and editing. Enough of the old "stubby pencil drill" which preceded the operation till now. This method will save Deanna a great deal of time (assuming I do it correctly), and make the future issues more timely.

You remember with our initial issue that we asked for material and photos? Well, we're getting it in droves, and hardly two to three days goes by without another envelope from many different places in the country. I feel like I've been there to all those events you've been a part of, reading the first rate reports that flow in. Keep them coming, will you?

A couple of housekeeping announcements, if you will:

1. If you wish to have photos returned, we'll be very happy to do that, but please enclose a stamped, self-addressed envelope for their return. That will cut down on the effort needed to keep track of them. Also, please mark the back of the picture with the words "Please return to (name)". Finally, mark the back of the picture with the name of the person who took it.

2. When you write a story, please label it with your name, the railroad name, model and number of your car (we like to print those items with the "by" line.) We urge you to write us with any news you may have!

3. If you're planning an event or meet, please direct those news items to Dick Ray for inclusion in *THE SETOFF*. We include all

meets/events we receive. By the way, NARCOA encourages you to become friendly with your local railroad officials/personnel, and arrange events, meets, or workdays, all of which benefit the railroads and your fellow NARCOA members. (Remember, from the time we begin working on *THE SETOFF* until it appears in your mailbox is a span of about three to four weeks, so try to plan events as much in advance as possible.)

4. Deadline for the Spring issue is April 15th (Tax Day!), and the Spring issue will be in your mail shortly thereafter. By that time, we should be current with the calendar dates shown on the issue.

See you on the rails!

THE SETOFF

Volume 4 Number 4

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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.

INSTALLATION OF 12-VOLT ALTERNATOR ON FAIRMONT M9s AND M19s

By Charlie Hulsizer

I recently installed a 12-volt alternator/lighting system on my ex-B&M Fairmont M19, and would like to share the procedure with anyone else who would like to do a similar job. It is worth the trouble, as the car runs ten times better than it did with the six volt/drycell arrangement.

I used a Delcotron alternator which is found on all GM automobiles and light trucks from 1973 onward. This is a common, easy to get alternator, and a trouble free unit with a built in electronic regulator. You can get a great deal on one at a junkyard. If you can take it off a car yourself, and can cut the wires, take the two-contact connector that plugs in, snip the wires and leave yourself plenty of wire so you can use the connector. Do likewise with the single large wire that goes from the single post to the battery. This should have a nice protective boot to cover the terminal. Just to save yourself some hassle, if you can take the used alternator to your friendly local auto parts store and let them test it for you, you can assure yourself that you are installing a good part.

I was able to get a complete alternator bracket/lighting kit, minus alternator and headlight, from Dave Rose in New Jersey. This included the brackets, pulley, belt, battery box and wiring. Having all the goodies

made the job easier, and buying all the stuff piecemeal from Fairmont would put you in the poorhouse quick.

You must pop the flywheel off to install the pulley. I was able to get mine off without removing the engine and using the puller. I gingerly tapped the flywheel with a lead faced hammer, and it came off fairly easily. Yours may or may not come off so easily. You must remove the drive belt pulley before doing this, three 9/16" bolts. After you get the flywheel off, bolt the alternator pulley to the flywheel. The bolts go through the flywheel into the drive belt pulley. Caution! Make sure that the bolts that you used to secure the alternator belt pulley do not protrude too far and touch the car's drive belt, or it will ruin the belt!

Before you put the flywheel back on, attach the brackets to the block. You may or may not have to install longer mounting studs. Tighten up everything, and don't forget to put the alternator drive belt over the crankshaft before you put the flywheel back on!

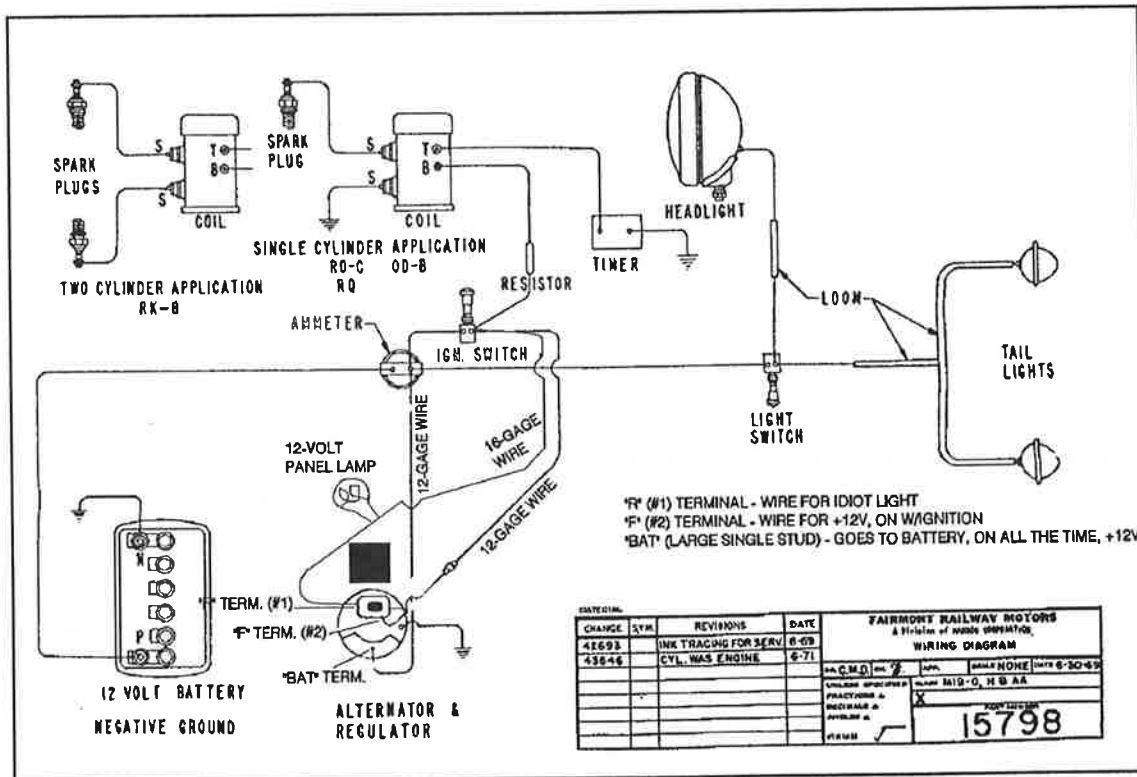
The Delcotron alternator fits in place of the Motorola (the one this was designed for) perfectly; use a flat washer on each side of the big bolt for perfect belt alignment. Tighten the belt snugly, but not too tight.

I was lucky to get a 12-volt steel coil, and my car had a hole in the proper place to mount it. Wire it all up as per the schematic. You must cut out the hole in the control panel for the ammeter. I was able to get an old glass faced Stewart Warner job.

In the diagram below, you will see a so-called "idiot light". You must install this light or the alternator will not work. I'm not a whiz on things electrical, but this light excites the alternator and initi-

ates the charging. Also, I found out the hard way that you must use a hefty bulb, such as a GE 57 or equivalent. I tried a small 80 ma bulb from an electronics store, and it would not stay on and excite the alternator. The heavier bulb did the trick.

The alternator will not start charging until you get up to a reasonable RPM, then it will kick on. It will bring your battery up to a full charge quickly, and will work in both directions. I'm very pleased with the job on my car, and I feel that this was worth the time and trouble. Good luck!



NEWS AND EVENTS OF THE WEST COAST

By Brett Tallman and Gene Tucker

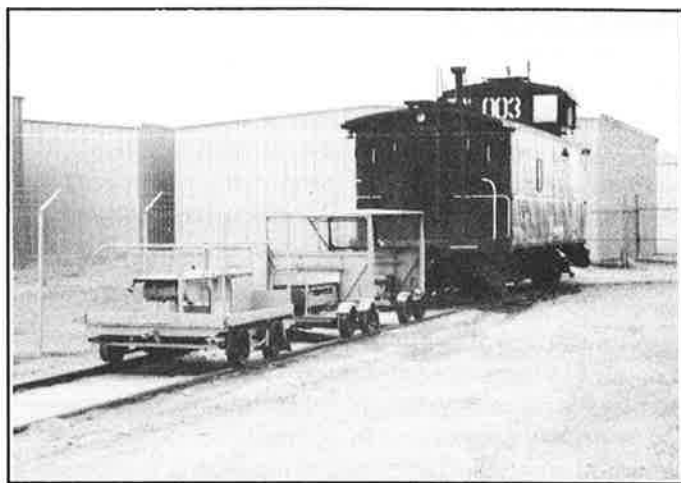
January 1991 marked NARCOA's most recent gathering of motorcars inside California's Mojave Airport, where three of those cars present were run for the first time since under private ownership. Matt Boggs made a shakedown run with his 1938 ex-Santa Fe M19-D receiving mechanical tips from Bill Kaminsky, while an ex-Southern Pacific A-3 belonging to Tom Wellbaum and another ex-SP M9-G owned by Brett Tallman turned their first miles since private ownership in December. Rides were provided to those who arrived without a motorcar, and George Gunther showed up with a homebuilt handcar. To those of you who want to arrange a meet over the airport line's trackage, contact Brett Tallman.

"Looking Back" . . . To those of you who are unfamiliar with the former San Diego and Arizona Eastern RR (now San Diego and Imperial Valley) in Carrizo Gorge, near the California/Mexico border, this may have no significance. Always a maintenance problem, the 1,000-foot-deep gorge is lined with numerous timber trestles and tunnels. Working with the San Diego RR Museum in 1985, the S. D. & I. V. asked us to inspect the gorge for further damage, since it was closed a few years earlier by two burned trestles. Two M19s carried our group from the eastern desert floor abruptly into the gorge. Flanges squeeled through the sharp curves as the canyon floor dropped below us and the exhaust barked loudly inside the tunnels, and the

trestles provided a lofty view. The museum occasionally runs an excursion train into the gorge today, and work is being completed to reopen the line for freight traffic.

Ron Zammit informs me he has received permission from the Roaring Camp and Big Trees RR to hold a meet in Felton, CA. Date is tentatively set for July 27th.

Meets on the Nevada Northern (late Summer/early Fall), Oregon Pacific and Eastern (possibly March), California State RR Museum (June/July), and maybe a new shortline in Sacramento are scheduled. Contact me.



Above, Al Hansen's A-3 and caboose at the Mojave Airport. Below, Brett Tallman's ATSF M19 (rear) and Terry Durkin's M19 at Carrizo Gorge in 1985.

Photos by Brett Tallman



WHY WON'T IT RUN? PART IV

By Dick Ray, Western Maryland M9, #67

One reason is bad wiring practices, which lead to bad electrical connections. These are very hard to find during your allotted five-minute repair time at a meet. Electrical troubleshooting has been discussed in previous articles, and we have discussed ways of finding and correcting obvious problems so you can get moving again. This installment is intended to help you prevent these wiring troubles.

Modern crimp-on terminals are the best way of making reliable electrical connections because the insulation fits inside the terminal sleeve, thereby absorbing vibration and preventing breakage. Blue-colored terminals are for 14- and 16-gauge wire, which is all that is needed for most cars. Yellow terminals are for 10- and 12-gauge wire, needed only for wires carrying more than 15 amps. Heavy battery cables are needed only for starter motor circuits. Good wire is available in several colors from your local auto parts store.

Fuses were not used by motorcar manufacturers, so there is no reason to add them during a restoration. Vibration has been found to open a fuse. Ask yourself: Why add something whose sole function is to cause a failure? It's better to replace bad wiring and to keep it simple.

If you fasten electrical accessories to the aluminum roof or body and use the metal for the electrical ground return, notice that there are lots of bolted-together connections in the path back to the battery. A headlight mounted on a Fairmont bracket attached to the front bar can have nine bolted-together connections in the ground side! Also notice that the roof is insulated by the rubber isolators on many cars. A strap will have to be added in this case to connect the roof to the rest of the car electrically. In general, you will have to pay attention to the ground return path as well as to the power path for every electrical item. The reliable connection problem is further compounded by the inevitable electrolyte corrosion which occurs between copper wiring lugs and aluminum panels.

One solution to the ground return problem is to bond each current-carrying body panel to the frame at one point, and from there to the engine. Your generator or alternator is grounded to the engine and ultimately all electricity must return to this point. A #10 or 1/4-inch stud added to the steel generator mounting angles makes an excellent single point for the return wires. Of course, the battery ground should go to the same point. Some Onan-engined cars attach the battery ground cable to a bolt on the transmission cover.

If you have carefully painted your generator and its mounting bracket, there are now two more uncertain connections in the ground path. Add a wire under the

regulator mounting screw and run it also to your single point ground terminal.

Symptoms of bad connections are:

- Dim front or rear light.
- Low battery voltage and charging current.
- Erratic lights and accessories.
- Weak ignition.

Obviously, ignition, headlight, and battery charging are the most important to get you back to your trailer.

Question: How can you identify a car with good wiring?

Answer: The owner never gets out to see if his headlight is on!

ORGANIZATION NEWS

By Joel Williams

Some of our members have been called to duty in the Persian Gulf in support of Operation Desert Storm. We pray for their safe and rapid return. In addition to the regular copy of *THE SETOFF*, which will continue to come to their homes, we would like to send a copy to their military address. If family members or friends will supply us with their address, we will take care of the rest. (*EDITOR'S NOTE:* John Nolan knows of Stan Conyer serving in the Gulf and wonders about others, hoping to be able to get names and addresses. We'll print names and addresses in *THE SETOFF* if sent to the editor.)

1991 NARCOA calendars should have arrived and be hanging on your wall by now. One for each member has been supplied free of charge. Additional calendars can be ordered post paid by sending \$5.00 to NARCOA.

This issue arrives with the NARCOA Safety Rules booklet enclosed. The latest revision includes mechanical standards for steam powered railcars. These were written with the help of Jim Baird of Bealeton, Virginia. Extra copies of the rules are available. These can be used by meet organizers when contacting railroad officials, or to give to non-members at meets. They will be supplied free because we think safety is important.

Quick Carlson of Brandywine, Maryland, who owns a home built steam car and who also has an interest in steam boats, has had an article written about his steam railcar in *Live Steam* magazine. More accurately, the article is about how to build a small scale model of his car. The completed car (named Dottie, after Quick's wife) is shown on the cover of the January issue.

Motorcar operator's definition of an optimist: The guy who has a tow hitch only on the rear of his car.

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 A6, ex D&H, with Ford flathead V8 engine, enclosed wooden cab with heater. Good condition. \$1,500. Tom Domery, Sr, RD2, Elm Street, Selkirk, NY 12158, or phone (518) 767-9109 (evenings).

WANTED: For Fairmont S2G3 section car, one starting crank #M27520, one set of rail sweeps, one air cleaner elbow #36320, and any information on A&WP Car S9 S. O. 175-Z. Will Simmons, 6302 Rockbridge Road, Stone Mountain, GA 30087, phone (404) 469-3234.

FOR SALE: Fairmont turntable M14910, center pivot, complete and in good shape. Can pick up at Arkville Meet in September. \$160.00. Bud Garner, P.O. Box 371, Arkville, NY 12406, phone (914) 586-4187.

FOR SALE: Fairmont motorcars: S2, fully restored, \$2,000; M14, needs restoration, open air car, \$500; M19, ex-Central of GA cars (2), good condition, no major rust, complete electrical systems, good glass,

\$1,000 each; M19, ex-Southern Ry cars, several body styles available. Conditions range from excellent to needing work. All have full electrical systems, set off levers, rail sweeps. One needs all glass. Some have seats. Hugh Cain, 510 Austin Street, Norfolk, VA 23503, phone (804) 588-6579.

FOR SALE: M19 Fairmont, with original engine, in excellent condition. Car needs total restoration. \$475; also a long list of other items, including a Ford F-250 truck, 1937 Johnson outboard motor, building lot in Elkton, KY, 8 HP Briggs engine, Wagoner pump and motor, etc. Write for list: Robert D. Bolster, P.O. Box 686, Elkton, KY 42220, phone (502) 265-5356.

INSURANCE PLAN UPDATES

By John Nolan

NARCOA members are reminded that the NARCOA insurance plan is open to enrollment by any member of the organization year round. The plan offers coverage for any NARCOA event (including even an event for one motorcar) of up to One Million Dollars. Contact me at: 39 Tumble Falls Road, Stockton, NJ 08559. Telephone (908) 996-3733.

MEET THIS MEMBER:

CHARLIE HULSIZER

By Gene Tucker

Charlie Hulsizer's family is from the anthracite region of Pennsylvania, so, he says, that's probably where the railroad "bug" came from. He had Lionel trains when he was a kid, and started collecting them again in the late '70s. He soon found, however, that the "real stuff" is where he wanted to be, so he bought his first motorcar from a man in Pennsylvania, which was a former Lehigh and New England Fairbanks-Morse Sheffield 40-B. He did a restoration of it (it turned out to be in pretty good shape, except for paint and the 40-B disease, the friction wheel). He reports that the old 40-B was a car with a character unlike its two-stroke buddies. He then decided that he wanted a car with a roof, so he bought an ex-Boston & Maine M19, which is in original, good shape. That's his "knockin' around" car. He says that on the back burner are two very old and unique Fairmonts: an early M9 and an old M19 (this one having a sliding base for the engine instead of the



Charlie Hulsizer poses with his ex-Boston & Maine M19.

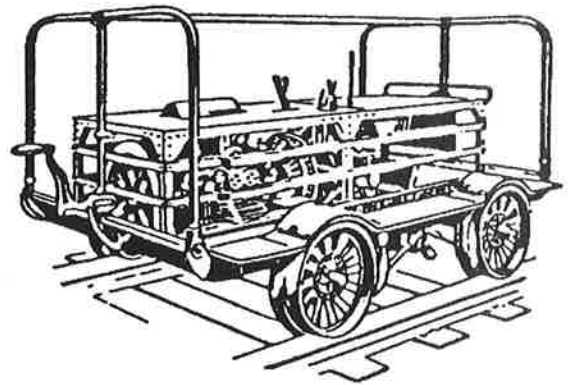
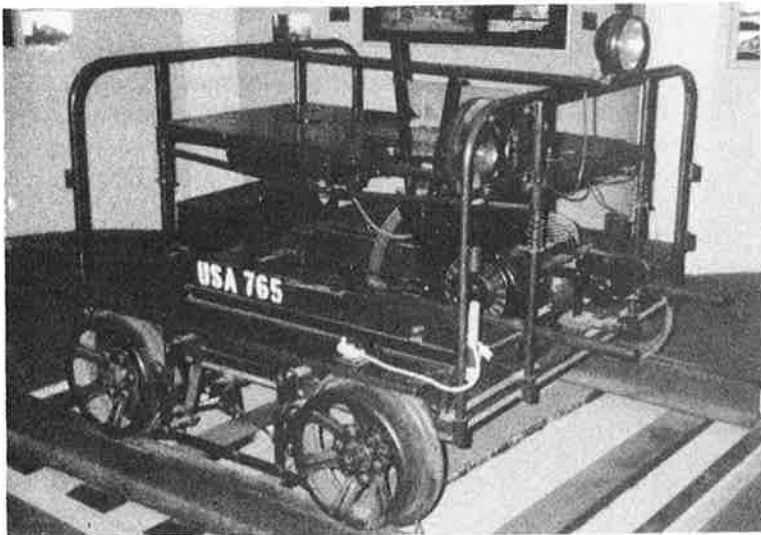
usual idler pulley). This car also has a wooden cab with a canvas roof. Finally, he says that half the fun is finding the equipment, and the rest is the fun of getting together with guys who are "nuts about railroads".



At left, Terry Durkins ex-Conrail suburban HyRail beside the Santa Fe's first 4-8-4's tender, Fontana, California.

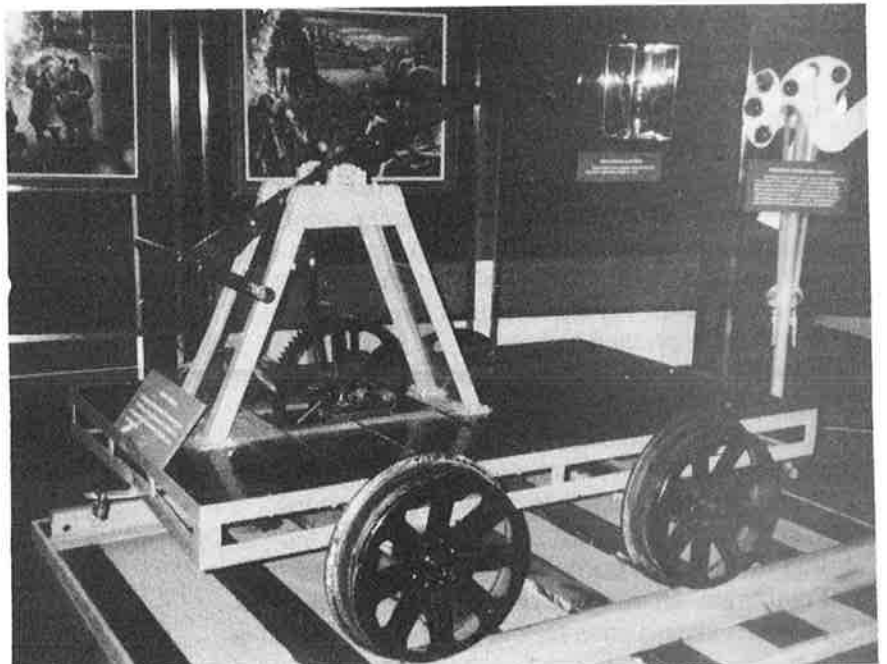
Photo by Brett Tallman

They come
in all
shapes and
sizes . . .



Above, a beautifully restored Northwestern 532R motorcar, #765, at the Army Transportation Museum in Fort Eustis, Virginia. At right, a lever car also on display at the museum.

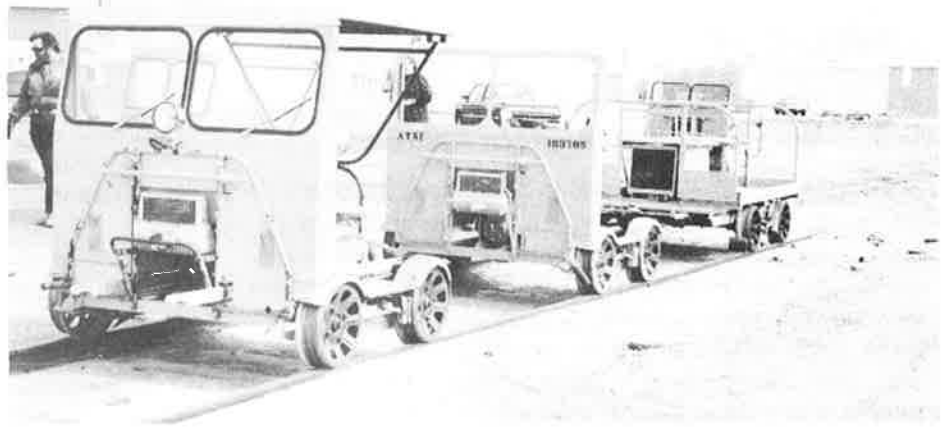
Photos by Hugh Cain



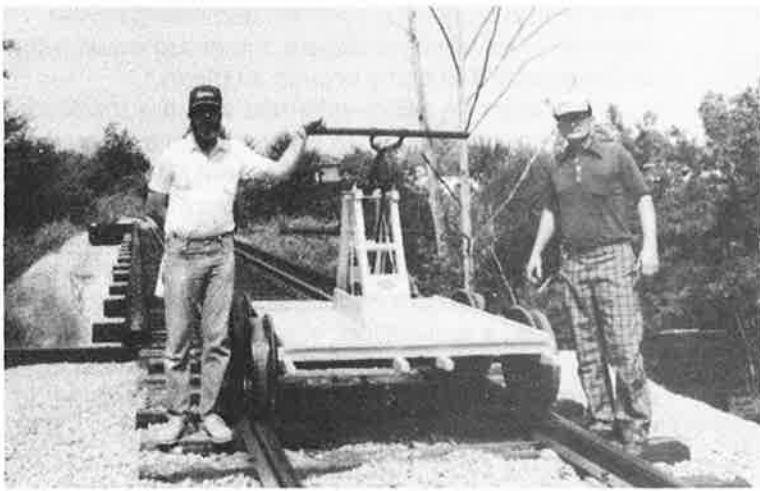
How many of you have traveled to your lodge or club meeting on a handcar? The Press of Atlantic City, New Jersey, reports in its February 7th Issue that members of the Trinity Lodge, Loyal Order of Masons, did exactly that on their way from Atlantic City to Absecon. In order to do it, they had to cross trestles and the meadowlands and mishaps were frequent, according to the paper. The handcar was christened the "Masonic Express".

At right, motorcars at the Mojave Airport, Mojave, California, lined up for a recent run: from left, Tom Wellbaum's ATSF M19, Brett Tallman's 1945 ATSF M19, Al Hansen's A-3 and his airplanes in the background.

Photo by Brett Tallman



At left, Bob Newton poses with his ex-Pennsylvania RR lever car with an unidentified crew member on the East Carolina Railway, Tarboro, North Carolina.



Below, inspecting some of the handcars at the handcar meet November 1990 at the Wilmington & Western RR.

Photo by Dick Ray



NARCOA VISITS THE WILMINGTON & WESTERN

By Robert E Wilhelm, Jr.
Wilmington & Western Railroad

(EDITOR'S NOTE: Part of the task in assuming the editorship of *THE SETOFF* is making my way through a substantial amount of material I received last Fall. Slowly but surely, we'll sort out this material and print what we can when we can . . . So the answer to your question, Dave, is I did find your article, and here it is . . .)

On Saturday, July 7, 1990, a local group of members of NARCOA met at Greenbank Station to spend the day travelling the Wilmington & Western. The meet was jointly arranged by Dave Rose of NARCOA and Dave Hope (also a NARCOA member) of the W&W. A total of nine railcar owners from New York, New Jersey, Pennsylvania, Maryland, Delaware, and Virginia were present. By 10:30 a.m. the owner/crews had unloaded their various cars from their transportation trailers and were ready to depart for the first stop, the Wilmington & Western and CSX interchange in Marshallton. Represented in the line of railcars at Greenbank Station were an A-3, M9, M14, three M19s, an M19-H, and two M19-AAs.

With all railcars running, Gerry Snyder, the Wilmington & Western's Safety Officer, flagged Route 41 so the group could begin the 1 1/4 mile trip east to the interchange. The trip to the interchange took the

group through the Wilmington & Western enginehouse yard tracks, where a number of old steam locomotives, coaches, and freight cars are stored. Many of the group had visited the enginehouse area in early March (1990), when they gathered to cut trees, brush, and undergrowth along the enginehouse tracks. Once at the interchange, the group reversed direction and returned to Greenbank Station.

Once back at Greenbank Station, the group made a brief stop to pick up a few forgotten articles, make railcar adjustments, and prepare for the trip to Hockessin, nine miles track distance from Greenbank Station. The trip itinerary called for a picnic lunch stop at Mt. Cuba picnic grove at noon. A photo run-by was scheduled for the Pratt Truss bridge at Ashland. Arrival in Hockessin at the end of the branch line would occur at about 2:30 p.m. After a brief rest and changing the direction of travel of the railcars, the group would return to Greenbank Station by around 4:00 p.m.

I've been an active volunteer with the W&W since last Summer, working up to brakeman on train crews and fireman on the engine crews. I was familiar with what a railcar is, and what they are used for, however, this was to be my first experience riding one. I had visited Dave Rose's home in Elmer, New Jersey, last Summer to learn more about railcars and possibly to acquire one for restoration. However, before taking the plunge, I wanted to ride one and talk to a number of owner/operators. This meet was my opportunity to do just that.

(Continued on next page)



They're off to Landenberg Junction! With clouds of blue-black smoke trailing their two-cycle engines, Dave Rose and Debbie lead the pack across Route 41 at Greenbank riding one of the two Fairmont railcars that Dave brought to the meet.

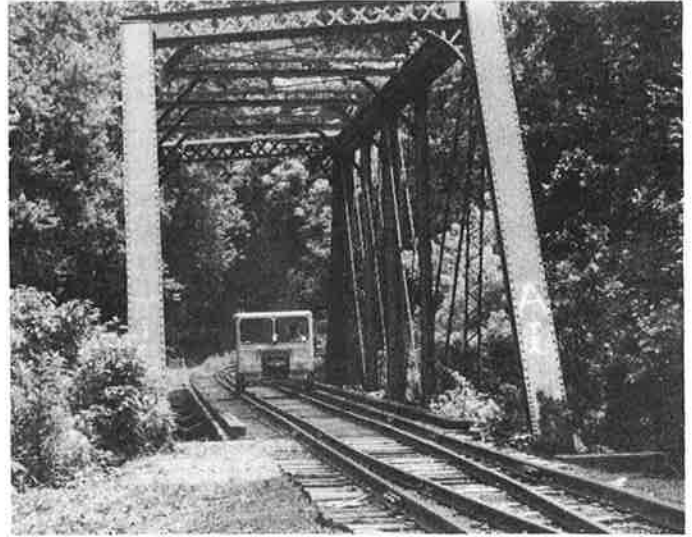
Photo by Robert E. Wilhelm, Jr.

The best way I can describe a ride in a railcar is that it is similar to riding a go-cart on a railroad track. The eight horsepower engine was more than sufficient to quickly accelerate the car. I found that the noise from the engine and the sound of steel wheels on steel rail was not so loud that I couldn't talk with Stan in the open car. Even though we averaged only ten miles per hour on the track, because of the number of grade crossings and nature of the route, sitting low to the ground in an open vehicle really gave the impression that one was travelling much faster. Stan's only complaint for the day was that we never had the opportunity to "run flat" for several miles. I'm not sure I'm up for a "flat out" run over our winding road and trestles.

In the railcar, the grades are more apparent than they are from the cab of a locomotive or in a coach. Also, the short wheelbase of the car, its lack of weight, and the lack of any real springs to cushion the ride caused the car to follow and amplify every bump, curve, and twist in the rails. On our "S" trestles, the thought of seat belts entered my mind.

During our return trip to Greenbank, we encountered a pair of rock climbers at the Mt Cuba rock cut. They had received permission to practice rappelling down the side of the cut, and were not expecting a group of railcars to be travelling down the line. Fortunately, we were anticipating them. Once back at the Greenbank Station, a number of questions were asked of Dave Hope and I about the W&W.

In summary, it was a great experience. I left the station with an additional appreciation of our railroad,



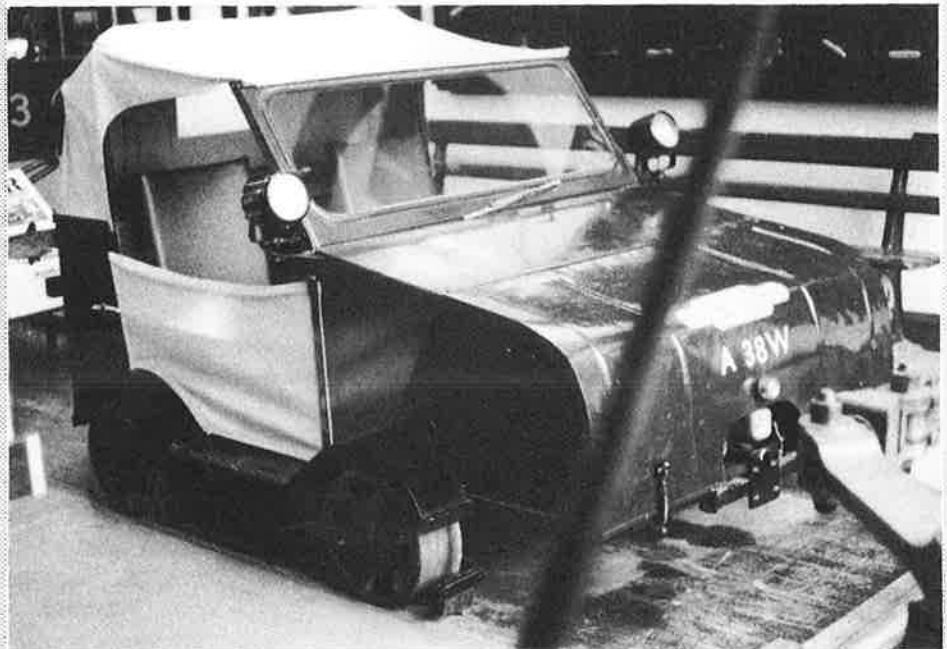
Stan Bielski's M19-H crosses the steel truss bridge at Ashland during the photo run-by. Stan's railcar was built in 1971 for the Elgin, Joliet & Eastern Railroad.

Photo by Robert E. Wilhelm, Jr.

and new knowledge about railroading. I learned a lot about railcars, and instead of restoring one, I am now contemplating building one from parts. I am looking forward to NARCOA's next meet, which is planned for later in the year (*EDITOR'S NOTE: a handcar meet was held on the railroad in early November, 1990.*)

IT'S A WICKHAM!

This unusual track car was photographed in the Great Western Railway Museum in Swindon, UK. The builder's plate reads "D. WICKHAM AND CO. LTD, RAILCAR MANUFACTURERS, Ware, Herts, England". It appears to have an early air-cooled motorcycle engine. The interior reminds one of an early triumph automobile.



THE WALKERSVILLE SOUTHERN RR BEGINS OPERATIONS

By Vaughn Rockney

The Walkersville Southern Railroad is now open for railcar operations! The Railroad company operates the ex-Pennsylvania RR trackage between Walkersville and Frederick, Maryland. The track has been under brush and weeds since it was abandoned after Hurricane Agnes washed out the Monocacy Bridge in 1972.

The Railroad is dedicated to restoring this historic line in Maryland and to providing an operating environment for railcars and maintenance of way equipment. The railcar shop is housed in the ex-Maryland Midland engine house at Walkersville. If you have a newly rebuilt car and want to test and adjust it before going on a long meet, bring it to Walkersville for one of the brush clearing meets. You can use one of the available sidings for practice and adjustments, or work on the car in the shop. Tools are provided but bring your own parts.

The railroad is in two discontinuous sections, separated by a bridge washout at the Monocacy River. In total, there are 6.0 miles of track. The rail line begins

at the ex-B&O (now CSX) freight yard at the south side of Frederick, Maryland, and runs north and northeast to Walkersville, interchanging with the Maryland Midland Railway to the north and CSX to the south. All of this trackage was originally part of the Pennsylvania Railroad Frederick Secondary.

The crossings at routes 355 and 26 have been paved over, but the rails are still on the ties. North of the bridge washout, only the crossing of Retreat Road has been paved over. In addition, a chain link fence crosses the right of way in two places near Fountain Rock Park. When this crossing can be opened up, and gates put in the fence, there will be a 2.0 mile continuous section in operation from the railcar shop, south to the river.

Six NARCOA meets are planned at the Walkersville Southern Railroad during March, April, and May of 1991. The schedule is not firm, so as to mesh with County work schedules for clearing roads, moving fences, and erecting bridges along the line. Operation
(Continued on next page)



Brad Anderson's 1941 Fairmont C&O M981 at Marne, Michigan, on the C&M Railway.

Photo by Brad Anderson

MEET THIS MEMBER: BRAD ANDERSON

By Gene Tucker

Motorcars are active all over the place, and one of those places (like so many being developed here and there) is the Coopersville and Marne Railway, which operates on seven miles of former Central Michigan (former GTW) trackage. The railway began operations on July 4, 1990. Two years of planning and equipment acquisitions preceded the startup, and the motive roster now includes an ex-GTW SW9, an Alco RS1 from the T&SB, a 4-6-0 from the Canadian National, as well as a GTW 0-6-0.

Following service dating back over 130 years, the tracks from Grand Haven to Coopersville were torn up in the 1960s, but the remaining track from Coopersville to Marne was and is in good condition.

Brad reports that setoff timbers are still visible, but there is no sign of a building foundation, leading him to think it was for setting off to allow passage of trains. He also reports that there is an old coal unloading pit along a passing siding, which has been cleaned out, allowing for a great way to inspect the underside of the motorcar.

Plans are for a motorcar meet sometime in the future.

on the Walkersville Southern is restricted to NARCOA members and guests, and to specific meet dates. Because of agreements with State Rail and MMID, meets will only be open to those operators who appear on the meet roster, prepared the Friday before a meet. Please call the Railroad at (301) 963-1579 evenings before 10:00 p.m. Eastern time to get the latest meet schedule and to get on the roster.

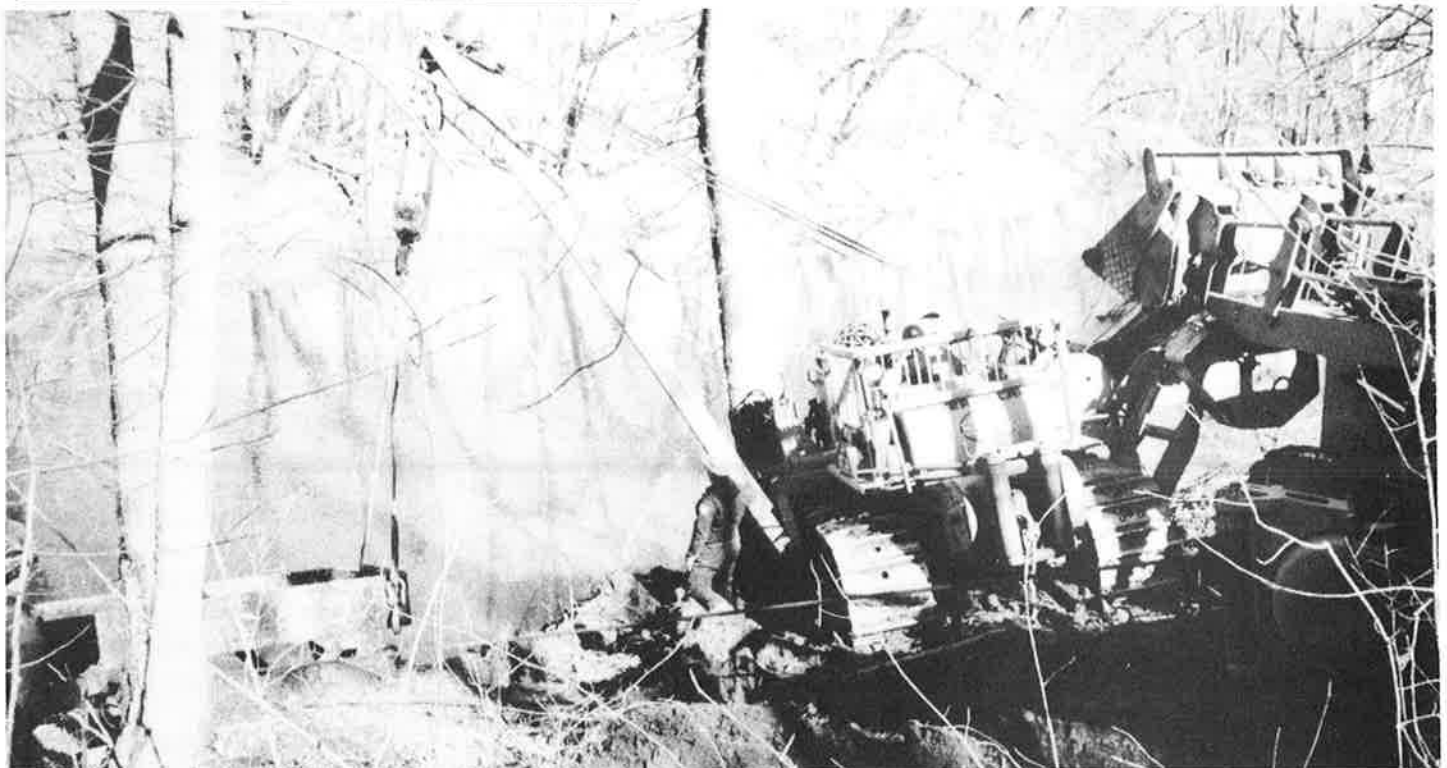
One major meet is scheduled for June 15-16. This is the Walkersville Southern Railroad Grand Opening. If you can only make one meet, please come to this one.

Railcars will operate like trains, with dispatching, switching, moving of trailer cars with freight, and problem solving. Barbecue at Community Park on Saturday afternoon. This will be an opportunity to relax and enjoy the hard work accomplished this Spring.



Above, "4533", an unrestored Kalamazoo at the Walkersville Southern's shop. Below, the Mocasacy Bridge was lifted out of the river in February using two locomotive cranes and a heavy 'dozer. The bridge fell into the Monacacy River during the Hurricane Agnes flood of 1972.

Photos by Vaughn Rockney



LABOR DAY 1990 RAIL CAR MEET ON THE CUYAHOGA VALLEY LINE IN OHIO

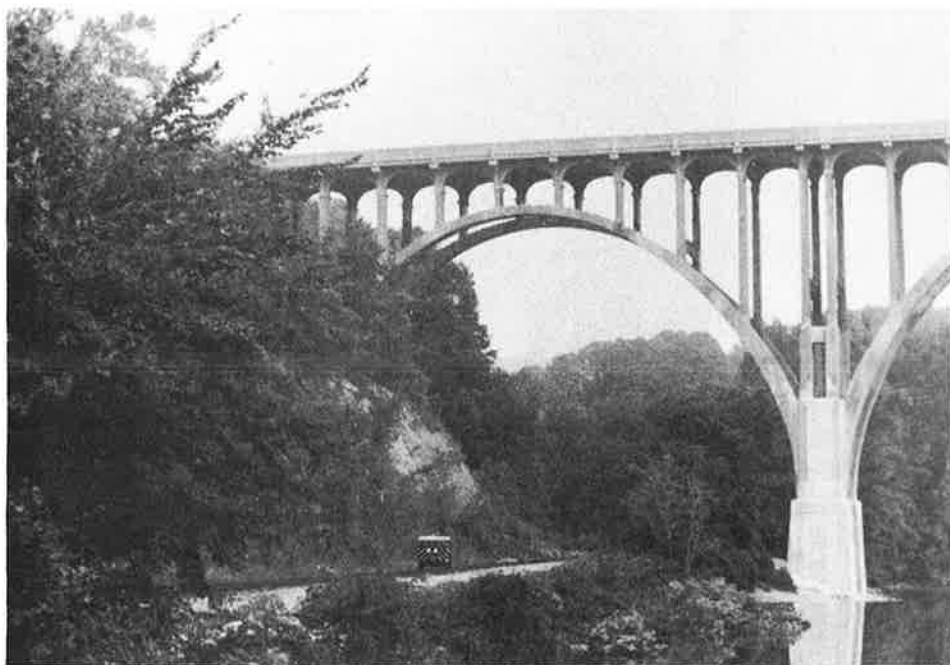
By Robert R. Hixenbaugh
Erie RR M19 #41258

Saturday, September 1 of Labor Day weekend dawned bright and clear following the wettest year in northeastern Ohio history as 14 motorcars from Ohio, Michigan, Pennsylvania, New York, and Indiana unloaded at the special events site in the beautiful Cuyahoga Valley National Recreational Area. The motorcars were readied for the 9:00 a.m. departure, northbound to the work sites (one of the requirements to ride this trackage is to help maintain the railroad). After a short safety briefing, off we went.

The brush cutting crew went to the north end and

At right, Erie 41258 M19 poses with the concrete arched bridge in the rear. Below, Fred Furminger's car passes under the bridge during a photo run-by on the Cuyahoga Valley Line.

Photos by R. Hixenbaugh



did a good job removing brush and trees, and clearing a special photo run-by location. The two track crews replaced ties and raised low joints at the Jaite and Peninsula sidings. The Cuyahoga Valley line was very pleased with the work, and I am passing on their thanks to all who helped.

Sunday, September 2, dawned just as bright as Saturday, with pleasant temperatures rising to the mid 70s. The motorcars were set on, heading north again, through the valley. Points of interest on the run north included the passing of the deepest lock on the old Ohio Canal, over the Cuyahoga River, stopping at Fishers for food, past an old aqueduct from the canal, then over the river again on a curved bridge, past the Boston Mills ski area, through the old town of Jaite (now the park headquarters), and under the Route 82 arched bridge and on to Rockside Road.

The cars were turned at Rockside Road, and after a stretch break, were on their way back to the Route 82 bridge, where a photo run-by was conducted. Some of the video was great. Fred Furminger's horn provided a nice Doppler effect as he passed by, and we then proceeded south to Akron. At Akron, the bridge over Howard Street has been condemned, and the track have been removed, so the cars were turned just prior to the end of the line. All cars then backed over the high steel trestle, over the remains of the old Ohio Canal Cascade Locks. After inspecting the bridge, and the additional damage that a covered hopper of sand did when it got away from CSX, the return to Peninsula was started. Photos were taken of the cars over the trestle (immediately north of the condemned Howard Street trestle), and the cars started their relaxed downhill run to Peninsula. Once in Peninsula, we all gathered at Fishers for dinner.

Monday was a very relaxed day, and eight motorcars went south again to Akron, pausing for pictures on the way. They then proceeded north to the end of the line at Willow. The wye there belongs to CSX, and permission to use it was not secured, so the cars were turned at a crossing short of the wye. The return trip got us back to the special events site at about 3 p.m. and by 4 o'clock, everyone was on their way home.

An April 20-21 meet is planned, and possibly another in the Fall.

TIOGA CENTRAL MEET NOVEMBER 10 - 11, 1990

By Dick Ray, Western Maryland M9 #67

How many meet reports say "the weather was great and everyone had a good time"? This report will be different . . .

At the Tioga Central RR, the weather was awful and some people said they were having a good time. It was so bad that two cars seen at a motel did not even come down to the depot in Owego, New York, on Saturday morning. They went to a train show in Rochester instead!

The rest of us watched the rain from the depot until we heard that it had stopped 50 miles to the northwest. Since we were there to run the line and cut brush at grade crossings, we elected to go 26 miles to the end of the line and cut on the way back. Several railroad personnel rode with us and others helped by flagging crossings.

Due to our late morning departure, it was lunchtime when we got to Berkshire, so we packed into a convenience store with lunch tables. Later, splitting up into several groups, we did get a lot of trimming done. It was the only way to get warm! Although the rain had stopped, it had become cold and windy.

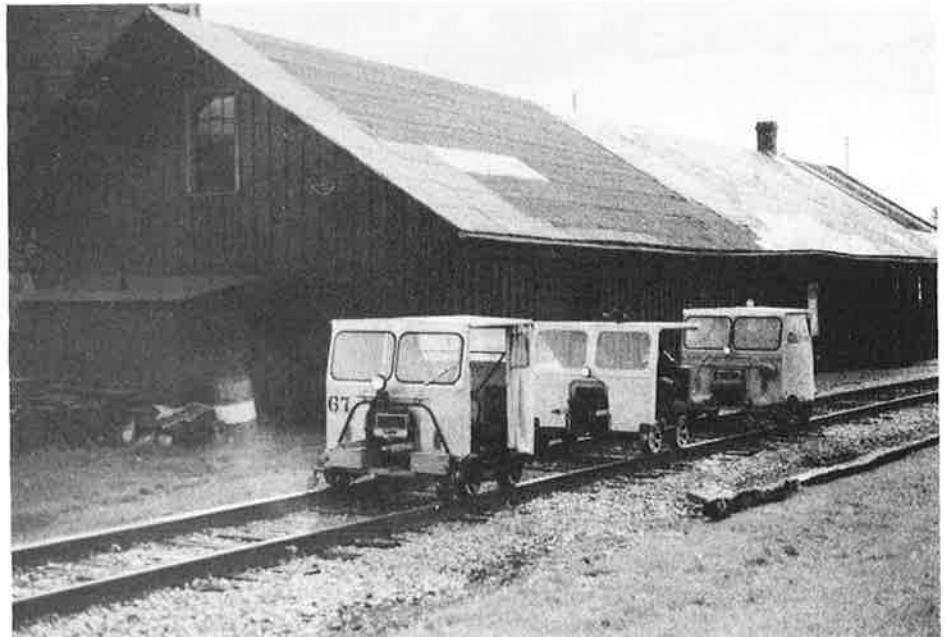
We arrived back in Owego well after dark and retired to a local restaurant for a scheduled dinner.

On Sunday, the first group left the station at 9:00 a.m., on schedule, followed by the second group at 9:30. We cleared several more crossings on our way north and turned back after 15 miles.

Jim Meade, General Manager, opened the museum for us at Flemmingville and pointed out the handcar, velocipede, and railbike, all nicely preserved. On the Tioga Central, everything has to work!

We were then back on the way to Owego, arriving at 3:00 p.m., keeping to our plan of an early finish so people could get home.

Thanks to all the hardcore regulars, including Jeff Most, Fred Furminger, Mark Landgraf, Vaughn Rockney, and all the others who ignored the weather forecast. Special thanks to Jim Meade and all of the railroad people for their hospitality, and for providing an April date for the next run.



Above, Tioga Central offices at the ex-D&H station at Owego, New York, in November 1990. Below, three cars on the Tioga Central at Newark Valley station.

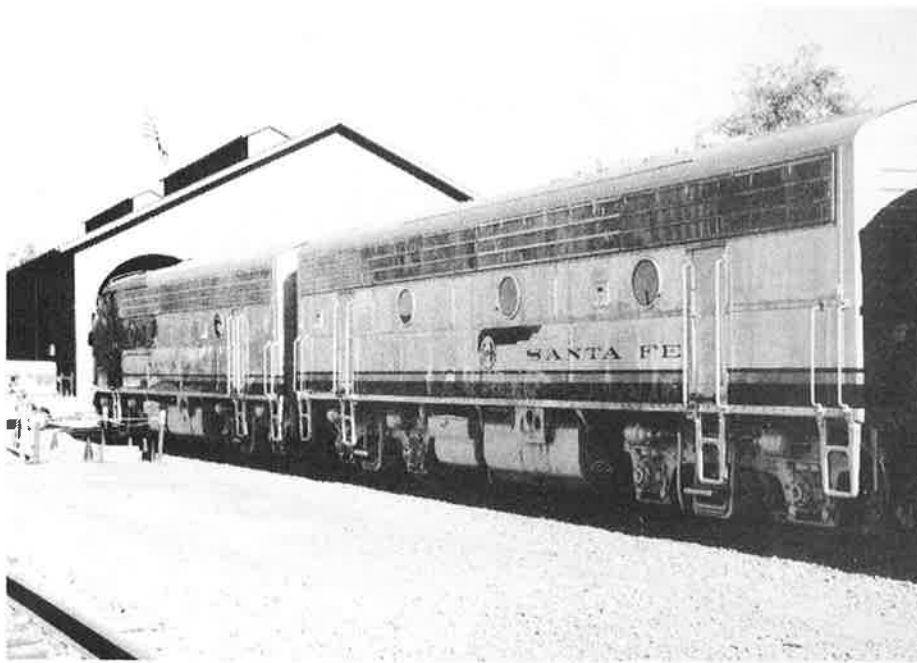
Photos by Dick Ray



NARCOA TO BE REPRESENTED AT THE CALIFORNIA RAILFAIR IN MAY

NARCOA will be well represented at the California Railfair in May, to include display of four motorcars in the square near the entrance. The museum expects over a quarter of a million people to attend this event over the 10- or 11-day period. Photos show the spot near the museum's main entrance where the motorcars will be located, as well as a pair of ex-SP carbody diesels at the museum.

Photos by Brett Tallman



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