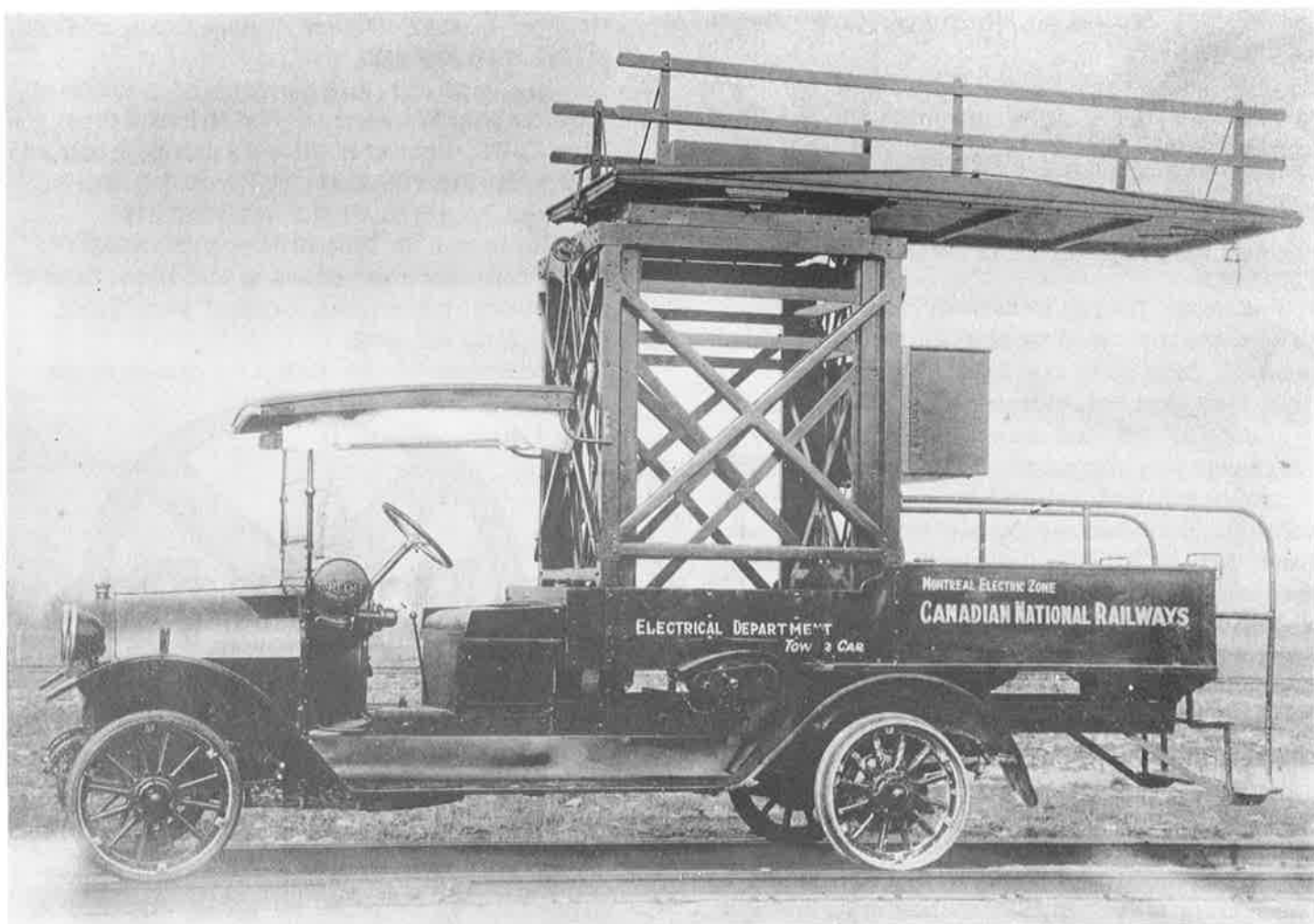
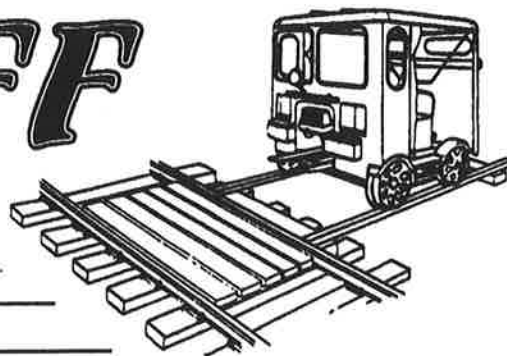


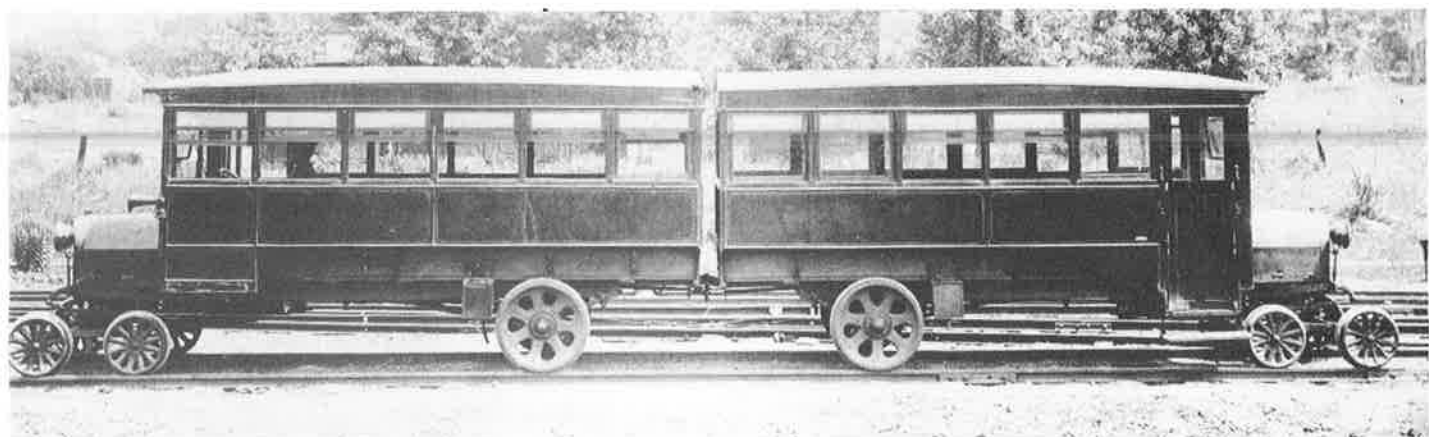
THE SETOFF

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

Spring 1992



This issue's nostalgia photos features two REO Railcars dating from the World War I era.



UPCOMING MEETS/EVENTS

June 13 - 14: Second Annual Open House and motorcar meet on the Walkersville Southern RR. Held in conjunction with the Centennial for the town of Walkersville, MD. Send SSAE to Walkersville Southern RR, P.O. Box 651, Walkersville, MD 21793. Phone: (301) 963-1579.

June 13 — Sweet Line Railroad Company Annual Motorcar Meet During Carson City Frontier Days. Carson City to Middleton, Michigan. 12 miles round trip. \$10.00 per car. For Information Call (517) 584-3462.

June 20 — First time ever, "NPL Minster Branch", St. Marys, Ohio - ARRO Insurance required - \$15.00 per car. For more information contact Bruce Carpenter (419) 738-5384.

June 20: Take an 80-mile round trip from Elwood to Hiawatha, Kansas on the Northeast Kansas & Missouri RR. Send SSAE to Midwest Motorcars 2nd 1990 Tour, 1146 West 27th, Independence, MO 64052.

June 27 - 28: Ever drive a spike or tamp a tie? It will change your appreciation for the trackage you ride on. Come join the Maryland & Pennsylvania RR Preservation Society in their second ever motorcar work/run meet. Work on Saturday (trackwork), break for dinner, then enjoy an evening ride on some of the most curvy track in the eastern U.S. Sunday, we ride all day. Event open to NARCOA members and members of the M&PRRPS. Cost to non-members: \$25.00 (for membership). Send SSAE to Gene Tucker, 1004 N. Kentucky St., Arlington, VA 22205-2310.

July 31: Join the U.S. Army post of Fort Eustis, VA for a display of equipment during their annual Open House (in honor of the 50th anniversary of the Army Transportation Corps), followed by a run on the extensive trackage of this headquarters post of the Transportation Corps of the Army. A minimum of one circuit of the post's 15 - 20 miles of trackage will be made. Fascinating Museum of Transportation with steam engines, jeeps, trucks, aircraft, and more, with plenty of family activities available nearby in addition. AARO insurance required. For more information, send SSAE to: Hugh Cain, Southeastern Rail Services, 5210 Austin Street, Norfolk, VA 23503. Phone: (804) 588-6579.

August 15: One of the most popular events anywhere! The annual trek to the South Branch Valley RR in the scenic Potomac River Valley of West Virginia. Ride through the "Trough", pass the excursion train on the siding at Moorefield, and then on to Green Spring, WV. Cost still \$28.00 per car. Send SSAE to: Richard C. Ray, 5 Hemlock Place, Randolph, NJ 07869. Phone:

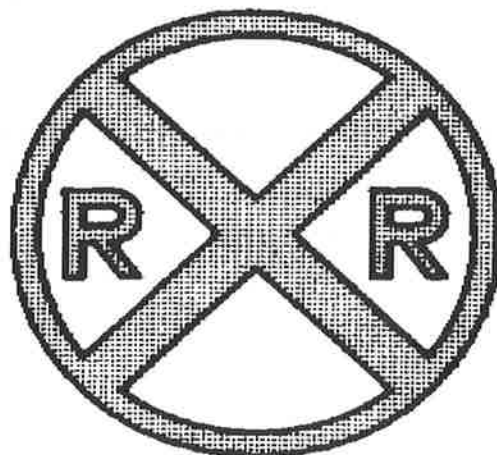
(201) 895-2897.

August 22 - 23: The corn fields will be in full growth as motorcars converge on the Iowa Northern RR for a ride from Manly to Shell Rock. Send SSAE to: Hank Brown, 622 Oak Street, Cottage Grove, WI 53527. Phone: (608) 839-4939.

August 29 - 30: Be a part of the Second Annual Motorcar Work Weekend and Run on the Oil Creek and Titusville RR. Open to all. (This is a change in date from Sept 5 - 6). Send SSAE to: Ric Tritsch, P.O. Box 62, Edinburg, PA 16116. Phone: (412) 282-6775.

September 19: Ride 90 miles on the MNVA RR, held in conjunction with Belleview (MN) Days. Open to all. Insurance not required. Contact: Mark Arnold, phone: (612) 462-1682.

September 19 - 20: NARCOA Fall Meet on the



Delaware and Ulster RR, Arkville, NY. Cost is \$10.00 per person. For further information, send SSAE to: Joel Williams, Box 82, Greendell, NJ 07839. Phone: (908) 852-6294.

September 27: The Algoma Central Railway in the Canadian Province of Ontario is the setting for a one-day meet. Ride the 168-mile trail of the ACR through the height of the Fall colors from Searchmont through the Agawa Canyon to Eton. No limit. Cost: \$70.00. Contact: Hank Brown (see above).

October 3 - 4: Fall foliage will present a full palette of colors to those attending this meet on the Cuyahoga Valley RR in Ohio. This RR has hosted several meets through the efforts of Robert Hixenbaugh. Contact him at: P.O. Box 141, Cuyahoga Falls, OH 44221-0141. Send a long SSAE. Phone: (216) 923-0298. This meet is a work/run meet.

(Continued on next page)

The HOOSIER RAILCARS offers the following meets. For additional information, send SSAE to Stan Conyers, 9333 West State Road 46, Columbus, IN 47201. Phone: (812) 342-0565.

Saturday, June 13: The Madison RR, starting at North Vernon, IN, 22 miles on the line to Madison. This is a repeat of the run which we have had the last two years. The line crosses several high bridges as it runs to the southern edge of the state.

Friday - Sunday, July 17 - 19: We will be displaying our cars at a town festival dedicated to the railroad heritage of central Indiana. The activities will be varied and fun will be had by all. We displayed our cars at North Vernon for two years before being granted permission to hold a meet. Come help us win over the local railfans and railroad.

Saturday, September 19: The Whitewater Valley RR. This line is built on the towpath of the former Whitewater Canal. Running from Connersville to Metamora, IN, about 22 miles, the line passes the ruins of several canal locks to the restored canal town of Metamora. The town contains many shops and a restored Grist Mill. You can even ride the horse drawn canal boat. An evening run will be also held with a dinner.

Saturday, October 24: The Kentucky Railway Museum. 17 miles of rail through the heart of the Bluegrass State. Restored L & N steam engine #152 will be operating this weekend, so we will schedule our activities so you can ride your motorcar in the morning and the steam powered train in the afternoon.

RON ZAMMIT sends along the following (updated) list of events in the West and Northwest. Send him a LSSAE at: 469 Campana Place, Arroyo Grande, CA 93420. Phone: (805) 489-5724.

August 8 - 9: Santa Cruz, Big Trees and Pacific RR. A set of morning, evening, and night rides on this approximately 10 mile line through the scenic Redwoods. This is not a long run, and it will not be done fast. If you want to run your car a lot, see the rides below. We are thinking of having a flea market, and car show during the weekend. Any suggestions as to how these could be run? There will be a fee of \$20.00 for each car, and AARO insurance is required. Self contained campers may spend the nights at the RR.

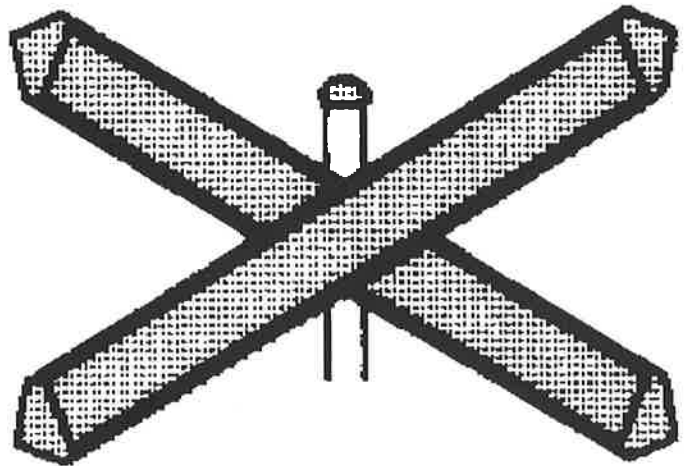
August 21 - 23: McCloud River RR. This meet will include lots of track running all three days, with some photo sessions this time. The town has a festival during this weekend, and we have been asked to join in. We'll have a fire department breakfast one morning. The fee will be about \$120.00 for all three days. No partial fees. Insurance required, AARO. Self contained campers

may spend the nights on the RR land near the set on, next to where the station was.

August 27: Central Montana Rail, Lewistown, MT. A fantastic mountain ride (about 70 miles one way) in a remote (to most of us) part of the country. Huge trestles and a long tunnel are part of the features of this old Milwaukee Road line. We need to take the escorts out to dinner, so a small fee will be charged to pay for it, plus insurance, AARO, is required.

September 1: Dakota Southern. 120 plus miles of flat to hilly running with a huge bridge across the Missouri River. This country may not seem interesting at first, but it is fantastic. Lots of wildlife, isolation, and warm weather. You really will get to know your motorcar on this one. Due to the above trips, this will have to be closed out by mid-August, so sign up soon. No fee, but let's take the Huffs out to dinner! No insurance. As a bonus, we have the Black Hills Central and maybe the Deadwood Central for the weekend before this ride.

September 5 - 6: Nevada Northern. This is a repeat of the successful run last year. We'll leave East Ely at 9:00 on the 5th and travel north along the mainline with lunch along the way. We'll camp Saturday night at Shafter, or some will use the cabins at Curry. We return to Ely late on Sunday. Windy and chilly, this ride is through high desert, with much wildlife, beautiful



mountain views and an evening next to the busy UP mainline at Shafter. A \$20.00 (or more, if you can afford it, they need and deserve it) donation to the museum is requested for this ride.

MOTORCAR OPERATORS WEST offers an anticipated (not confirmed at press time) run on the Yolo Shortline, West Sacramento, CA, June 27, 1992. Send SSAE to: Robert J. Church, DDS, Acting Secretary, 8672 Fairmont Way, Fair Oaks, CA 95628.

ORGANIZATION NEWS

By Joel Williams

For many years, NARCOA membership has increased at a steady rate. I often thought the increase would level off at some point. That has not happened yet and doesn't look like it is going to very soon. Currently, there are about 600 members.

Over the years, there has been an increase in what NARCOA offers to the membership, and even though costs are always increasing, we don't see the need to raise the dues at this time. I think we squeeze a lot out of that \$10.00 per year. In the interest of efficiency, I thought that offering a two-year membership at a reduced rate would benefit everyone. Sending a renewal notice and later a new membership card every year costs postage and stationery. That amount could be saved and passed to the membership. It's less work for me as well. At \$19.00 for a two-year membership, NARCOA will break even and members who choose that option will get a slight break. It won't seem like just yesterday that you renewed your membership.

As a reminder, and for our new members: The top of the mailing label on your *SETOFF* shows the last issue of your present membership. The WI is for Winter, SP for Spring, etc. Please send in your membership dues when they come up, and take advantage of the two-year membership offer if you can.

There seems to be some misunderstanding about the purpose of the NARCOA Motorcar Roster. It isn't a membership list as some people think. There are members who don't own cars or just haven't listed them. Some have complained that they are members but weren't listed. But they haven't sent their car information to me. Even if you don't have an official information form, you can be listed by sending your name, address, phone number, make, model, engine type, and car marking or number.

The roster was started in 1980 and is the only one of its kind published. It is currently 30 pages long. The information is listed by state. Get your car listed and show the world what you've got!

The roster information has recently been switched to a new computer which will yield a higher quality printout. I hope to get a lot of new information from members this year, so a more complete roster can be sent to everyone early next year. Don't miss out.

I am sending rosters to people as they renew or if they send in an information form. Not everyone has received one yet. Be patient, it's a big job, but I hope to get a roster to everyone.

On the subject of rosters, there is a little known roster called the NARCOA Handcar Roster. It has not had the interest that the motorcar roster enjoys and has not been published as frequently. If you own a hand powered rail vehicle such as a pumpcar, velocipede, or railbike and would like to be listed, include your name, address, phone number, type, make, model, original railroad owner, or as much as is known. Don't send in information for push or flatcars.

Lots of members have sent for back issues of *THE SETOFF*. (A list of back issues of NARCOA's newsletter was included in the Winter 1992 issue.) We have run out of the following issues: FALL 1988, FALL 1989, SPRING 1991.

BRIEFLY NOTED . . .

By Gene Tucker

We receive newspaper articles from time to time, as well as newsletters from local and regional clubs. We thought we'd briefly note some that have been received lately:

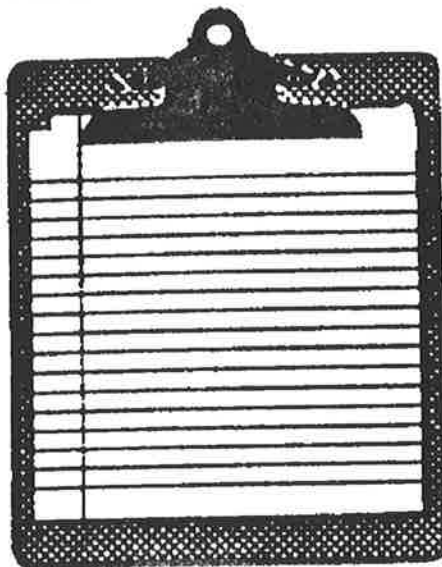
RIC TRITSCH sent in an article which appeared in the *Pittsburgh Post-Gazette* by David L. Michelmore. The article was entitled "Train of Thought" and it reported on a trip that the reporter took on the Oil Creek and Titusville RR in Northwestern Pennsylvania. Present for this event were six cars.

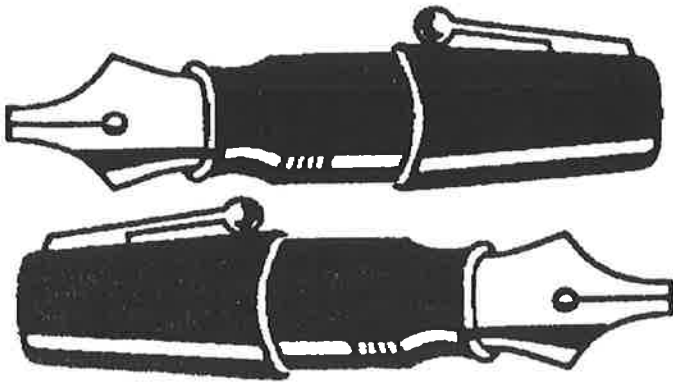
The April issue of the *NORTHWEST RAILCAR NEWS* consisted of four pages of news about membership (currently 22 members), meet reports, meeting agendas, an

insurance report, and upcoming meets/work parties. The group had a meet on April 25 - 26 on the Mt Rainier Scenic RR, running from Elbe to Morton on the 25th and from Elbe to Kaowsin on the 26th. They did some track brushing and ditching during the event.

MOTORCAR OWNERS WEST, based in Fair Oaks, California, sent their May newsletter, eight pages in length, outlining a series of meets planned for the future (see MEETS on pages 2-3 in this issue), a meeting on May 16th for initial organizational planning, and a barbeque on June 13th at Niles Station, CA. Twelve members have been involved in the initial stages of planning. The group may be reached at 8672 Fairmont Way, Fair Oaks, CA 95628.

HANK BROWN reports that his June 19 - 21 trip on the Ontario Northland Railway is filled, and that the Boone and Scenic Valley RR in Boone, Iowa, was planning to host a meet under the auspices of the First Iowa Division for May 16th (sorry we didn't go to press in time to include this in the listing of upcoming meets!).





EDITOR'S NOTES

By Gene Tucker

This issue of *THE SETOFF* is smaller than the last two have been, since it has been a relatively short time since the previous issue appeared in your mailboxes. We're happy to receive your meet stories, ads, planned meets, technical articles, newspaper articles, and old photos. This publication is only the sum total of what you, the members, make of it, so when Deanna and I receive notes saying that you really are enjoying *THE SETOFF*, my immediate reaction is that that compliment should be directed squarely at the membership. We're happy to be the conduit which channels this stream of information and gives it shape.

Speaking of material for *THE SETOFF*, we'd love to have some nostalgia photos. This month's nostalgia section on the front page features photos that appeared in previous issues. It's nice, perhaps, to run some of these again, since many of NARCOA's membership have been members only a relatively short period of time. The organization continues to grow rapidly!

If there's something you'd like to see in this newsletter, by all means, let us know! Many minds are better than one or two, and there are tremendously good insights into this hobby out there. Your letters and articles prove that!

Finally, the Summer issue will be our "catchup" issue (no doubt you've noticed that the Winter issue reached you at the very end of Winter. That's because we've been behind

ever since we inherited the task of editing and publishing this newsletter.) The Summer issue deadline will be August 1, 1992.

Future issues will have the following deadlines: Fall - October 15; Winter - January 15; Spring - April 15; and Summer - July 15.

ERRATA

One of our readers noted that the Winter issue carried the wrong volume number. On page 3, the Winter issue is listed as Volume 5, Number 3. The Fall issue was similarly numbered. The correct number for the Winter issue should have been Volume 5, Number 4. Accordingly, this issue of *THE SETOFF* is Volume 6, Number 1.

THE SETOFF

Volume 6 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.

75 MILES OF BEAUTIFUL, UNUSUAL TRACK IN THE NORTH

By Hugh Cain

The ex-L & N depot in downtown Blue Ridge, Georgia, was the gathering point for a rare mileage motorcar trip on state controlled tracks in North Georgia on Saturday, April 18th.

Will Simmons brought his immaculately restored ex-A & WP S2, Hal Crossland brought his ex-NC & StL S2, currently under restoration, and I dug my restored ex-Southern Railway M9 out of storage. We were joined by Bill Holdren, who was along to gain experience in running motorcars and to videotape the days' events. Will had brought a motorcar enthusiast along as his passenger.

The Visitors Center parking lot was a convenient place to unload our motorcars, since it was located next to an easily accessible siding. It was a safe place to leave our vehicles while we were on the trip, too.

Even though our departure time had been advertised as 8:00 a.m., it turned out to be closer to 9:30 a.m. What held us up was a discussion of various motorcar topics and then which direction we should go first. We elected to go North, and off towards McCaysville we went.

The weather was perfect for riding motorcars: no rain, only high clouds and just warm enough for Will and his passenger on the open S2. My car was equipped with a cab, which I thought might be necessary until our departure.

Springtime had arrived in North Georgia. We motored alongside green pastures, through lush mountain valleys, saw trees in bloom and fishermen in the Toccoa River. The fishermen were totally engrossed in their hobby as we were in ours. We were enjoying the

weather in the pursuit of our respective hobbies.

The ex-L & N line was typical of southern Appalachian roller coaster profiles. It seemed we were always climbing upgrade or making our way around the many curves on the line. Where my M9 was having some difficulty with all the upgrades, Will and Hal easily motored along with their larger engined cars.

This line followed the Toccoa River and obviously was one curve after another. I noticed several flange oilers along the right-of-way. I even noticed the remains of one motorcar setoff.

After an hour, we crossed the Toccoa River on a truss bridge. A short distance later, we were in McCaysville. We found a suitable turn around point, turned the cars, and headed back toward Blue Ridge.

The wye track to Mineral Bluff was reached after about an hour's running time. My car suffered a fouled plug while at McCaysville, which caused our delay.

We took the left fork, upgrade again. The M9 let me know it was getting tired of the upgrades at this point. After some belt slipping, we started off in the direction of Mineral Bluff. Where the two legs of the wye joined, we encountered a short stretch of 1.5% grade. Of course, the grade was just past a road crossing! We all stopped at the crossing, and with much belt slipping in all three cars, finally crested the hill.

Will was ahead of me at this point, and motoring along quite easily. I had my throttle notched out and like Will, was enjoying the fairly level portion of the line. This all ended very soon as Will indicated a stop ahead. He had discovered a small rock slide across the railroad. Once cleared, we continued on to Mineral Bluff.

The grade crossing outside town gave us the



Photos on pages 6 and 7 by Hugh Cain

Hal Crossland's ex-NC&StL S-2, grey car with cab, Will Simmon's ex-A&WP S-2 behind, and Hugh Cain's ex-Southern Railway M9 on the near track.

GEORGIA COUNTRYSIDE

opportunity to tend to our cars. While we cleaned red Georgia clay and rocks out of the crossing, some local residents came down to see what all the rail activity was about. One of the residents volunteered to refill our water jugs for us as we discussed the railroad with them. We wished them a Happy Easter and moved on up the line to the stone depot that once served the town. A few photos later, we headed back to Blue Ridge.

This time, we had to make setovers with all three cars at the wye track. Even though we were on fairly level track now, my M9 began to experience fuel system problems. Hal and Will motored along while the M9 sputtered briefly, then ran some more.

Just short of completing the trip, the M9 "gave up the ghost" and stopped. Will offered to push the ailing car the last block to a setoff and moved up behind the car. We arrived at the depot and I set the car off on an adjacent siding. While I tinkered with the M9, Hal and Will were busy shuttling eager riders back and forth in front of the depot. In all, they made six or eight trips, each loaded with riders.

Will loaded his car up and departed early. Hal, Bill and I went for "beans" at the depot restaurant. While we were trying to have our lunch, we were answering the usual questions on various facts of the motorcar hobby.

After lunch, we loaded up on Hal's S2 for the afternoon trip. With chainsaw, shovel, picks and cameras aboard, we headed out South this time. We planned to clear our way as far towards Ellijay as we could on this trip.

We encountered two paved over crossings, no problem here, just push across. Three dirt crossings were a different story altogether. The red clay lived up to its reputation, and with the gravel, proved difficult in clearing out. Four pine trees had fallen across the right-of-way, but these were no match for the chainsaw.

What finally assisted in our decision to turn around at Cherrylog was a long stretch of upgrade track covered with grass, two more paved over road crossings and a long stretch of kudzu-covered track beyond that. We checked our watches, noticed the late hour of the afternoon, and with obstacles ahead decided this was it for the day.

Our return trip was easier than the outbound trip, since the obstacles had been cleared out before. However, the last dirt crossing near Blue Ridge had filled in. Even though we were running at a slow speed, we derailed the motorcar. The car was checked over: no damage. The occupants were checked: only pride and ego damaged. Once we were rerailed, we went on to Blue Ridge.

Hal made several trips more loaded with riders as I loaded the M9 on the trailer. Once he completed the



Hal Crossland bringing the Easter Bunny into town on his S-2.

"excursion" service, we loaded the S2 on its trailer. Now for a well deserved and postponed refreshment break. The vending machine at Mineral Bluff had been unplugged, but I spotted one across the street in fine working order.

With Cokes in hand, we discussed the daylong activities. We had operated motorcars over 75 miles of track in scenic North Georgia and had enjoyed every minute of it. We agreed to make this run again, probably next Spring.



Hal Crossland trimming one of the many fallen trees along the right-of-way.

“FANTASY TOUR '92”: A SEVEN-DAY EXTRAVAGANZA - PART I

By Nancy Mayo

Fantasy Tour '92 (a seven-day motorcar extravaganza in four states) was organized by Hank Brown of Cottage Grove, Wisconsin. It began for us late in the afternoon of March 27, 1992 as we headed south from Middleton, Wisconsin, looking forward to a tour of six railroads in the next week. During that period, we would drive 2,159 miles and motorcar another 540 miles.

We stayed in Danville, Illinois, the first night and started out again early Saturday morning, enjoying the changing scenery as we drove through Indiana, Kentucky, Tennessee and finally North Carolina. The day was warm and sunny, and we reached the Smoky Mountains at sunset, a beautiful experience. We arrived at Sylva, NC, well after dark, found our motel and headed for a restaurant where, we were told, other “Fantasy” tourists were eating, so we

could catch any last minute instructions for our ride on the Great Smoky Mountain Railway the next day.

The Great Smoky Mountain Railway is primarily a tourist line, with some freight service, running from Waynesville to Murphy, NC, about 80 miles. Connection is made to the Southern Railway at Waynesville. The railroad was completed from Waynesville to Bryson City in 1884 and to Murphy in 1891 as the Western North Carolina Railroad and was operated by the Southern Railway through the 1970s. It now owns 5 locomotives and the engine house is located in Dillsboro, NC, where 28 motorcars and their owners and passengers assembled at 7:30 a.m. on Sunday, March 29. The day was cloudy and cold, but the predicted thunderstorms never came. Dillsboro is a picturesque little town which caters to tourists with many small shops. The



The group who rode the “Fantasy Tour '92” from North Carolina to Illinois in March 1992.

railroad has a colorfully painted boxcar as a gift shop.

After the safety lecture and instructions were completed, we departed Dillsboro at 8:30 a.m. and headed south under a highway and onto a trestle crossing the Tuckasegee River. As we traveled through the river valley, we came to the 836 foot long Cowee Tunnel. This tunnel was hand dug by convict labor using pick axes, and 19 laborers died during its construction. Leaving the tunnel, we again followed the Tuckasegee River through the mountains. The river is fast flowing, with many rapids, and wild cherry trees were in bloom along its shores.

Where there are wide places in the river valley, we saw farms with cattle grazing in small pastures or strawberry fields covered with black plastic. The railroad eventually leaves the river and passes through a beautiful, wide valley completely surrounded by the mountains in the distance.

We arrived at the Bryson City Station and boxcar gift shop for our first break. The gift shop was closed, as the tourist season had not yet begun. This town, too, is picturesque, and the Bryson City depot, built in 1880 and now remodeled, is an historical showplace. Even this early in the year, it was surrounded by flower beds of pansies and tulips.

Upon departing Bryson City, we traveled past Fontana Lake on a 15 mile-track relocation. The lake was created by a dam on the Little Tennessee River, and because of great changes in its water level, the cabins we saw were not built on its surrounding shores, but on floating pontoons on the lake itself anchored by vertical tie cables. The water level was low, and we saw at least 20 feet of exposed rock and orange clay on every shore. We crossed a large steel bridge over a section of the lake and the view was beautiful, even in early Spring.

From Fontana Lake, we traveled on to Nantahala Gorge, where whitewater enthusiasts come to raft, canoe and kayak. A long section of the river had lane markers strung over the many rapids and was obviously used

for races. We stopped for a break at the prosperous looking modern/rustic resort in the gorge and enjoyed the sights and sounds of the wild river. No kayaks were on the river that day, but we saw several hikers with full packs heading into or out of the surrounding mountains.

A few miles beyond Nantahala Gorge, the original 28 cars were split into two groups. One group headed back to Dillsboro, the remaining 17 cars proceeded slowly up a 4.4 mile 4.2% grade section of track. On instructions from the railroad, all cars with belt-driven motors were to be towed up this section. As Hank Brown was behind us in his M9, we dutifully got out our tow bar to haul him over the hump. As it turned out, our car, a Fairmont MT19A-2 with a 20 HP Onan engine began to rapidly lose power, and, in the end, Hank was probably pushing us (he had left his engine running).

Almost at the top of the grade, we entered a second short tunnel and soon came out into another wide, beautiful mountain valley. Later, at Andrew, we saw evidence that the Great Smoky Mountain Railway does, indeed, haul freight: Engine #711 was on a siding with four grain cars.

From Andrew, we traveled on to Murphy, where we turned our cars around on a wye. A small mountain stream flowed near the track, and several took the opportunity to refill their radiators. Trailing arbutus were blooming near the stream. After everyone had turned their cars, we backed into "downtown" Murphy for a late (2:00 p.m.) lunch at the local Hardees. Paw Paw, a large black dog sporting a red handkerchief (our unofficial tour mascot) especially appreciated the juicy burger his owners, Bob and Rose Spanagel of Cambridge, Maryland, bought for him.

As we were leaving Murphy, we had our first major breakdown since owning our car: the sprocket broke loose from the axle. Unable to make a quick repair, we were towed by Jon Knight and Al Stern of Rockford, IL the whole 64 miles back to Dillsboro. The return

“FANTASY TOUR '92”

(Continued from Page 9)

trip was taken at a much faster pace, but it was still well after dark (7:30 p.m.) when we reached our starting point and headed back to Sylva for a late supper.

Monday morning, with advice and help from Jon, Hank, and several others, we replaced the “key” in the sprocket. Then, accompanied by Al, we decided to go hiking in the Smoky Mountain National Park, since this was a free day. Rain began to fall as we entered the park, so we stopped at the park information center to get a weather report. We were told that heavy rain and thunder storms were predicted all day--not encouraging. As we drove through the park and crossed the Appalachian Trail where we had hoped to hike, fog set in, the rain became a downpour, and snow was seen in the higher passes.

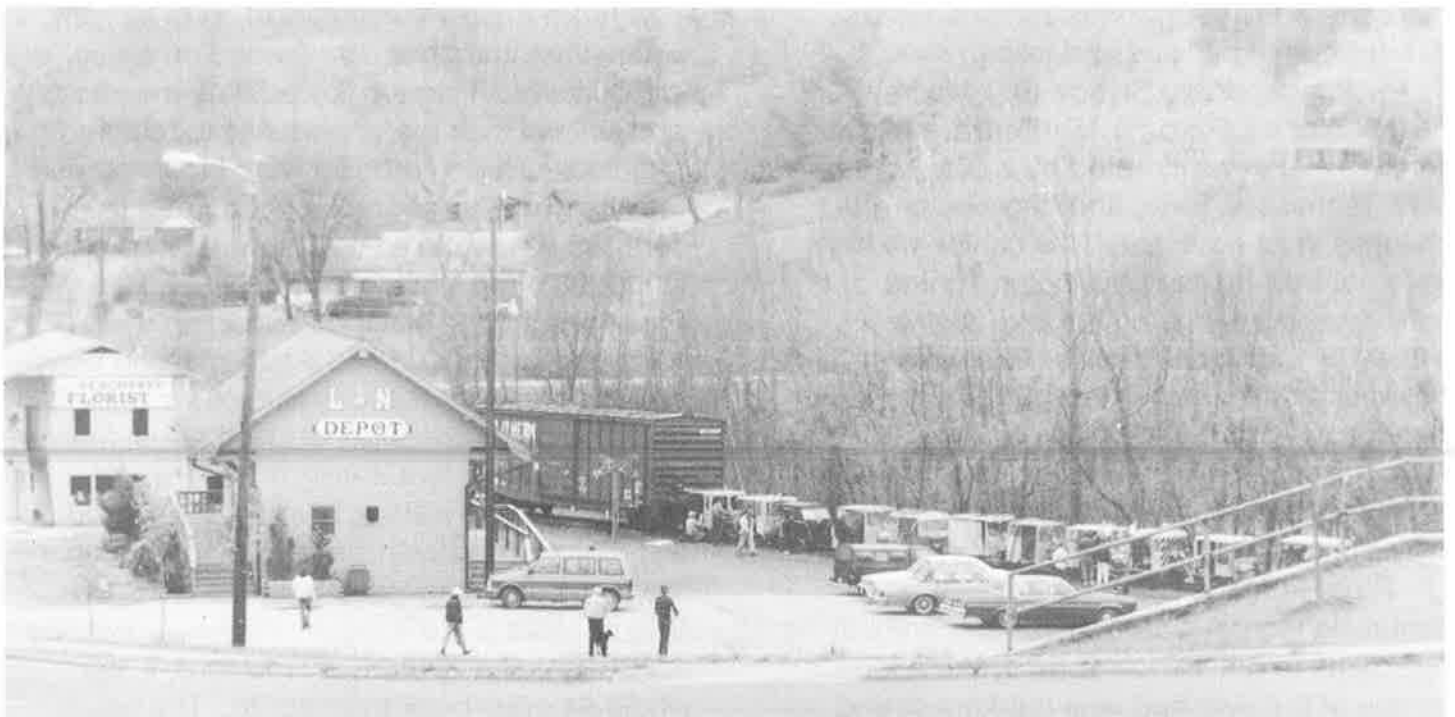
But a few miles later at the trail head for Mt. LeConte, the fog lifted and the rain slowed to a light sprinkle. We decided to “go for it” and spent the next three hours hiking five miles up to Alum Cave and back. The sun actually

came out when we reached the cave, and the views all along the trail were fantastic. Elated, we then drove to Pigeon Forge for a late lunch and then on to McMinnville, TN, where we would ride on the Caney Fork and Western Railroad the next day.

To be continued . . .



Don and Nancy Mayo head toward Murphy, NC, on the Fantasy Tour '92.



The lineup at Murphy, North Carolina, in front of the L&N depot on the Great Smoky Mountain Railroad.

WANT ADS

EDITOR'S NOTE: THE SETOFF is happy to publish any ads sent by the membership to the editor (see address on page 3). Ads should be complete, to include addresses and telephone numbers, where appropriate.

FOR SALE: M19D Fairmont motorcar with front, windshield and roof. Ex-Seaboard Coast Line MTC 509. Good mechanical condition. Body total restoration. \$1,500. Contact: Mike Billet, 46 Woodside Drive, York, PA 17402. Phone: (717) 741-4196.

WANTED: S2H Water hopper, S2H complete idler pulley/tensioner assembly. Contact: Mike Billet, 46 Woodside Drive, York, PA 17402. Phone: (717) 741-4196.

WANTED: Any information on F-M/Sheffield motorcar Model 41. Contact: Will Simmons, 6302 Rockbridge Road, Stone Mountain, GA 30087.

FOR SALE: Fairbanks-Morse "Sheffield" Velocipede No. 1, complete and in good working order, \$2,000. Fairmont MT19 complete chassis and engine only, no cab \$600.00. Fairmont MT19 as is, from the Milwaukee Road, needs work \$850. Fairmont MT19 complete with standard cab, running, with curtains \$2,000. RK-B engine only, complete and in good shape \$450. Onan CCKB engines with Fairmont transmissions, used, need rebuild and some parts \$250. Steel 10,000 lb capacity push car, good condition \$450. Doepke "Yard Bird" 7 1/2 inch scale children's crank car made by Model Toys, all steel cast wheels and chain

drive \$125. Contact: Ken Kurdt, Chelsea Valley Shortline Co, Caroline Drive, DR #1, Wappingers Falls, NY 12590. Phone: (914) 831-1170.

FOR SALE: Fairmont C5 and C8 carburetors: thoroughly restored to look and perform as new - \$275 outright, or \$225 with useable exchange. Fairmont timers: thoroughly restored also. "Weatherseal" (for RC-C engines) \$90 outright or \$65 with useable exchange. "Hy-duty" (for OD, RO-B engines), brand new - \$65, or \$40 with useable exchange. Alternator installation kit: install alternator on all RO-C engines for superior ignition, night running safety, etc. Kit includes alternator brackets, ammeter, resistor for coil, belt, flywheel pulley, and rebuilt Delco alternator, plus complete wiring diagram \$350. Crankshafts rebuilt to factory standards for all single cylinder Fairmont engines - inquire. Complete engine rebuilding for Fairmont engines - inquire. Complete engine rebuilding for Fairmont engines - please call or write. Contact: Doug Heinmuller, 115 West Street, Bar Harbor, ME 04609. Phone: (207) 288-4332.

FOR SALE: Railroad II, Briggs motor, new seats, cover \$800. Fairmont ST2, needs restoration, all there, ex-B&O \$800. Contact: Fred Fisher, 6441 Walnut Avenue, Pennsauken, NJ 08109. Phone: (609) 663-4565.

FOR SALE: Ex-RF&P hyrail trucks. Both are 1983 GMC 3500 pickup/utility body diesel automatics. One has open body, needs trans rebuild and rust repairs. 104,000 miles. Engine runs great. Other has enclosed body, needs front end work, tires and cab paint. Runs good. Both have revolving lights and 0307 Fairmont gear and two way radios. \$3600 and \$3800 respectively. 1983 Chevy C20 Suburban, a/c, 350 V8 many options/accessories, very clean, ride in style! Motorola 4 channel scanning two way radio \$7200 or \$6800 without rust/dent repairs. Also PT500 Motorola lunchbox (brakeman) radios. See last issue, price should be \$175/pair. Contact: Jeff Ciccone, PO Box 431, Absecon, NJ 08201. Phone: (609) 641-2594.

WANTED: Fairmont starting wheel, part number M 25620. Contact: Harry S. Sealy, Jr. 205 Edward Street, Branchville, SC 29432. Phone: (803) 274-8898.

FOR SALE: MT19 completely rebuilt. Excellent car professionally painted, sandblasted. New windows, rewired. Price \$1,000. New Trailer, built especially for motorcars, single axle, electric brakes. Very strong frame. Price: \$750. Contact: Robert A. Murphy, 1800 Watrous, Apt #45B, Des Moines, IA 50315. Phone: (515) 285-1674.

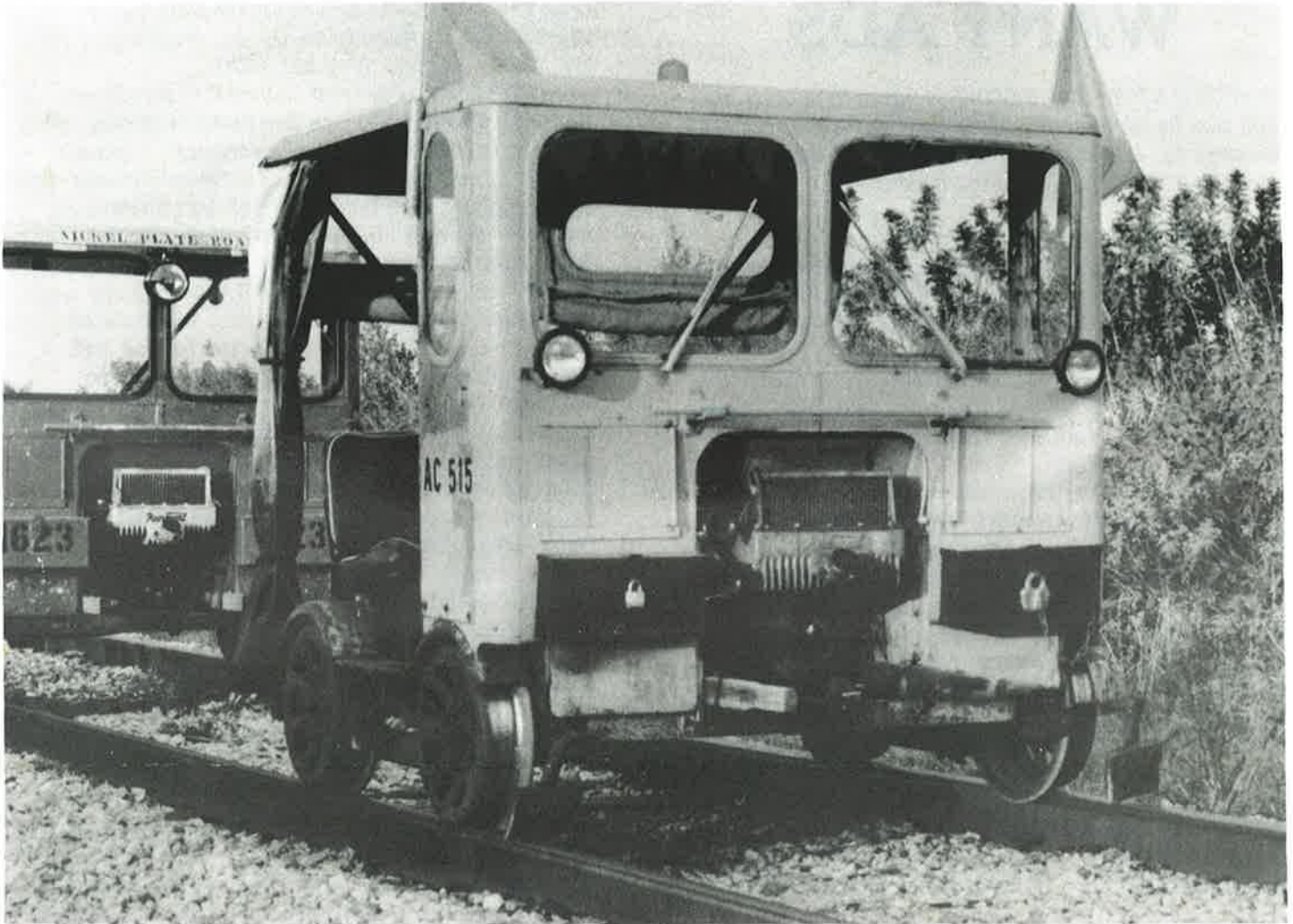
FOR SALE: Kalamazoo Model 27W trackcar, Serial # 5089, dates from late 40s, with fixed side step and 4-cyl. Hercules gasoline engine. In good shape, with good wheels and brakes. Needs engine work and paint \$750. Also have air tie tampers, air spike hammer, rail benders and rail pullers and many other track tools for sale. Contact: Dave Williamson, 333 Lancaster Avenue, Apt. 204, Fraser, PA 19355. Phone: (215) 296-5584.

THE TRACK INSPECTOR SEZ:

WHAT DO YOU CALL A GROUP OF
ONAN-ENGINED FAIRMONTS?



ANSWER: A DRONIN OF ONANS!



First motorcar from the "Route of the Black Bear" to run in Florida? Bob Schuknecht of Saginaw, Michigan, took this photo of his ex-Algoma Central Railway M19 #515 on a January 18, 1992, trip on the Seminole Gulf Railway in southwest Florida.

THE SETOFF

Box 82, Greendell, NJ 07839



*
 DICK RAY
~~5 GREEN DELL NJ~~
~~RANDOLPH NJ~~
 07869

POSTMASTER: IF UNDELIVERABLE, PLEASE RETURN TO SENDER.

