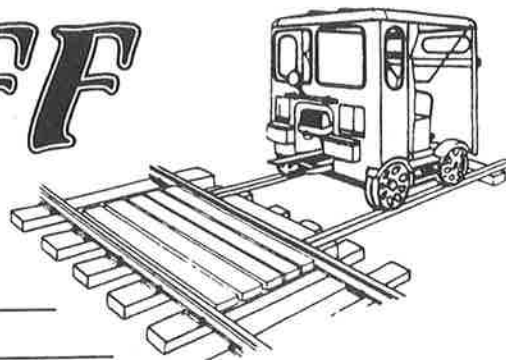


# THE SETOFF

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

Summer 1992



*Jim Baird of Bealeton, Virginia, readies his steamer for a trip on the Hobo Railroad line in Lincoln, New Hampshire, in June 1992. More photos of the Hobo run are on page 8.*

## UPCOMING MEETS/EVENTS

*Members who have organized meets are encouraged to advertise those events here. We will publish all notices received. Send materials to Dick Ray, 5 Hemlock Place, Randolph, NJ 07869, to Hank Brown, 622 Oak Street, Cottage Grove, WI 53527, or, if time is short, directly to the Editor.*

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 events through the efforts of Robert Hixenbaugh. This is a work/run meet, with trackwork and brush cutting planned. Contact Robert at: PO Box 141, Cuyahoga Falls, OH 44221 - 0141. Send a long SSAE. Phone: (216) 923 - 0298.

October 10: Nicolet, Badger, and Northern Railroad hosts this one-day meet. Contact Hank Brown (see above) for details. (Sponsored by the Mississippi Valley Division of NARCOA.)

October 17: Anthracite Mine Run over the former Shamokin Branches of the PRR and Reading Lines. 25 miles, each way, set-on point is at Awl Street in Sunbury, PA and photo stops will be made at Silk Mill and at the Sunbury Textile Mill. Meet at 8 AM for a 9 AM departure, with a mid-afternoon return. Cost is \$10.00 per car. Send SSAE to Dick Ray, 5 Hemlock Place, Randolph, NJ 07869.

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 Fall colors from Searchlight through the Agawa Canyon to Eton. No limit. Cost: \$70.00. Contact: Hank Brown, 622 Oak Street, Cottage Grove, WI 53527. Phone: (608) 839 - 4939.

November 7 - 8: Handcars and steamcars invade the beautiful Red Clay Valley on the Wilmington & Western RR. This is the 4th annual handcar meet. Start doing those pushups, get out the linament bottle, and check that safety valve! This is your opportunity to prove yourself! Plan on attending this meet even if you don't own a humanpowered car. Space is readily available, and the experience will give you a new perspective on riding the rails. No motorized cars permitted (other than steamcars). We will have the use of the entire line on Saturday, and on Sunday, will have the use of the western portion of the line from Mt Cuba Picnic Grove to Hockessin. On that day, the RR will run the last remaining Alco 4-4-0 #98 (built 1909) in operation over its line in a schedule of three trains. Meet attendees will have the opportunity to ride the train for a reduced fare, and may elect to give handcar/velocipede rides to train riders in a fundraising effort for the RR. Cost is \$15.00 per family

(for membership in the Historic Red Clay Valley, Inc). Send SSAE to: Gene Tucker, 1004 North Kentucky Street, Arlington, VA 22205 - 2310. Phone: (703) 533 - 0433.

January 24: Algoma Central, Ontario Province, Canada. 189-mile roundtrip is proposed. How many members would be interested in making this trip? Contact: Hank Brown (see above).

The HOOSIER RAILCARS are sponsoring the following meets. Send SSAE to: Stan Conyers, 9333 West State Road 46, Columbus, IN 47203. Phone: (812) 342 - 0565.

September 19: Come and ride with us on the towpath of the 1838 White Water Canal. We will pass ruins of some of the canal locks and a restored section of the canal to the historic town of Metamora, IN. While in Metamora, you may visit the shops and restaurants and a restored Grist Mill. We will return to Connersville ahead of the tourist train and then back to Metamora that evening. We will enjoy a pleasant dinner at Laurel before finishing the day with a night run to Connersville. \$10.00 per adult, \$5.00 per child. 68 miles round trip.

September 20: This is a brand new run for the Hoosier Railcars. Experience a portion of the former New York Central main line between Indianapolis and Cincinnati, OH. We will meet at Greensburg, IN, and run northwest to near Shelbyville, IN, turn the cars and then proceed southeast to Valley Junction, OH. The western portion is straight and through farmland. The eastern portion is hilly and scenic. \$20.00 per car. 126 miles roundtrip. ARRO Insurance required. Include your insurance number with your reservation.

October 24: The Hoosiers once again venture into the Bluegrass State. The Kentucky Railway Museum has a beautiful museum located in New Haven, KY. We will depart ahead of steam locomotive #152 to Boston, KY, turn the cars and come back to New Haven. After a short break, we will go south to cover the rest of the KRM trackage. We will get back to the station to ride the last train if you wish. \$7.00 per adult, \$5.00 per child. 68 miles roundtrip.

October 25: Back by popular demand, a repeat of a popular meet first held this Spring. We will run our cars through the maze of tracks on the giant ammunition facility of the Crane Naval Weapons Support Center, southwest of Bloomington, IN. We will pass ammo bunkers, powder magazines, factories, shops, and rail facilities. This is some of the best maintained railroad property we have ever run on. \$20.00 per car. 66 miles roundtrip.

# EDITOR'S NOTES

By Gene Tucker

As you will see from this issue of *THE SET-OFF*, we've received a large amount of material from the membership. I think there are more ads than ever before, as well as a near record number of meet stories. A few notes are in order for the future issues:

1. Deadline for the Fall issue is October 15th.
2. Send meet information directly to either Dick Ray or to Hank Brown (see Meets listing on page 2 for addresses), or directly to me, if the time is short.
3. Send ads directly to me, not to Joel Williams. This will shorten the circuit a little, and keep Joel's heavy responsibilities for NARCOA (he tells me he receives, on the average, a dozen pieces of correspondence requiring a response

## SEND YOUR PHOTOS FOR 1993 CALENDAR

By Gene Tucker

I'm sure that most of you have your 1992 NARCOA Calendars hanging on your walls. Perhaps some of you even have seen your own photos appear as the year rolls along. I can tell you that the 1992 NARCOA Calendar has appeared in some rather auspicious places, like the Public Relations Office of the U. S. Army Band (of which your editor is a member).

We are planning to publish a 1993 Calendar, and I have been asked to serve as the "point person" for collecting photos for it. So, you're invited to send photos for the new calendar. Some guidelines are in order:

1. Photos should be either black and white photos, or SHARP contrasting color photos for best printing. Unfortunately, we don't have the ability to handle slides.
2. Photos should reflect a unique setting, circumstance, or event. Tunnels, trestles, etc, always add interest to the photos. We'd particularly love to have some Winter scenes to include for the Winter months (just to prove to the world that motorcars and their owners are "all weather" types!).
3. Deadline for receipt of photos is December 1st. We look forward to having your contributions for the 1993 Calendar.

daily) a little more under control by eliminating an extra forwarding of the mail.

4. We welcome everything you'd like to put in *THE SETOFF*, and will gladly print it all (provided, of course, it doesn't contain profanity or slanderous remarks), and ask that you **type** your submissions, preferably double spaced. It makes it easier to scan the information into the computer.

5. Photos: We welcome any photos you send in. Please keep in mind that black and white photos print best, then SHARP color photos print the next best. We simply don't have the ability to print slides, since they require conversion to prints. We will return photos if you ask for them to be returned and provide an envelope for their return.

Many thanks. It's a joy to serve as your editor and read of your activities.

# THE SETOFF

Volume 6 Number 2

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*THE SETOFF* is published quarterly by the North American Railcar Operators Association (NARCOA) to promote safe operation of railroad motor cars, and to encourage fellowship and exchange of information among motor car enthusiasts. Membership in NARCOA, which includes a subscription to *THE SETOFF*, is \$10.00 per year, and is available from Joel Williams, Box 82, Greendell, NJ 07839.

# SPRING RUN ON THE FLORIDA CENTRAL

By Jack Whitt

With eight motor homes in a semi-circle, covered-wagon style, overlooking beautiful Lake Dora, and facing our motorcars on the track in Wooten Park, Tavares, Florida, we started the first of our annual motorcar meets. Yes, we had been invited back.

Those that could come early for the weekend on Friday, April 24, rode to Mount Dora, a distance of five miles, for supper. We parked our motorcars on the main line which runs right beside the parking lot of the restaurant.

Saturday we left Tavares with 16 motor-cars and one FCRR pickup highrailer headed south for Plymouth, the main terminal and rail yard for Florida Central. Mr. Ben Biscan, general manager, greeted us and made available all his conveniences for our pleasure. From there we went through Apopka and on to Toronto, the exchange with CSX. We had to back onto the Forest City branch so we could then pull ahead crossing the main line we had just come in on to continue on to Ocoee. For a while we thought we might have been out west where the buffalo

roam because there was a ranch with a beautiful herd of buffalo, young calves, etc.

Arriving in Winter Garden just after noon we enjoyed the facilities at the old Tavares and Gulf (Tug & Grunt) Depot, now the Central Florida Chapter of the NRHS museum. We then backed down a siding on the divider on Main Street and had lunch.

Back in Tavares we took the left fork of the wye and crossed U.S. 411 to run by the shores of Lake Eustis and on to Umatilla where we turned. It was early evening when we got back to U.S. 441 and there were two Eustis police cars waiting to help us back across. Back at the motor homes we enjoyed a covered-dish picnic before turning in.

Sunday morning there were six motorcars left and we went back through Mount Dora and on to Sorrento where we turned and took a coffee break at a little restaurant by the track. As we were coming back through Mount Dora they were having sail boat races on Lake Dora. It was a beautiful morning for a run.

Total mileage was approximately 134 miles. We plan to have this again next April and will have it scheduled in advance so others that would like a Florida spring vacation can bring their motorcars along.

Photo by Wade Myers



*Jack Whitt prepares for a weekend on the Florida Central Railroad in April.*

J. F. WHITT, D.D.S., P.A.

1018 WEST DIXIE AVENUE  
LEESBURG, FLORIDA 32748

(904) 787-3310

September 10, 1992

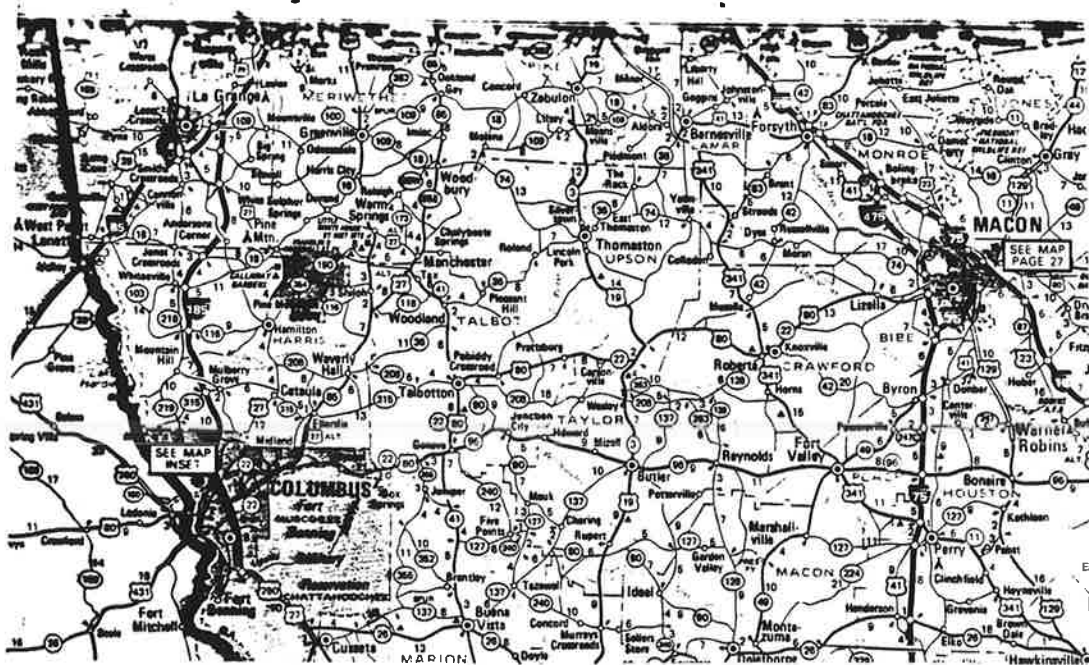
Chance of a Life Time. Own an interest (membership) in the Presidential Scenic Railroad Inc. located between Warm Springs, Georgia and Waverly Hall, Georgia, twenty miles. Old Southern Railroad between Columbus and Atlanta, Georgia, now Norfolk Southern Railroad. The tracks have already been taken up south of Waverly Hall. Only two rails have been taken out at the interchange north of Warm Springs with CSX.

A salvage bid has already been made of \$450,000 for the twenty miles, BUT Norfolk and Southern will donate the whole trackage to the Presidential Scenic Railroad Inc if they will get an appraisal with a 3 to 1 ratio. This ratio has been assured, but the appraisal cost will be \$15,000 plus expenses to the Presidential Scenic Railroad Inc. One very fine southern lady has already given \$5,000.

NOW, if we motorcar owners can come up with \$15,000 we will be assured a place to run our motorcars for the rest of each of our lives. A life long interest. If we can get 150 members at \$100 we will have our \$15,000.

For more information contact Jack Whitt. 904-787-3310 daytime or home 904-324-3868. All money has to be raised by October 15, 1992.

Make check payable to Presidential Scenic Railroad, Inc. and mail to: Jack Whitt, 1018 West Dixie Avenue, Leesburg, Florida 34748. If we do not raise the \$15,000 your check will be mailed back to you.





# IT WAS A SUPER DAY AT "SUPER DAYS" IN FT. EUSTIS, VIRGINIA

By Hugh Cain

July 31st dawned with 13 NARCOA members, some with families, and a like number of motorcars at Fort Eustis, Virginia. This was the Fiftieth Anniversary celebration of the founding of the U. S. Army Transportation Corps. Super Days is the annual Open House held by the Post. This would be NARCOA's first display and ride at the base.

We arrived early hoping to find shaded display areas.

Not so! An open parade field was to be our display area, shared with numerous other participants. This turned out to be a good vantage spot for the opening ceremonies. We all had front row seats. Later in the day the temperature on the field reached the mid-nineties and everyone started applying sunscreen to avoid sunburn.

Curious onlookers wandered around asking the usual questions of the motorcar owners. The display time was used wisely by some of the NARCOA members. Carey Boney was still experiencing electrical problems with his M19; others did various adjustments to their cars before the afternoon motorcar event.

Mid-afternoon arrived and the motorcar operators and families rolled off the parade grounds and headed towards the base diesel shop. A few minutes later the area around the diesel shop was very busy as cars were being unloaded, turned and the tow rigs parked.

John Fairbanks, the base utility rail division head, arrived and gave the operators a briefing on the route to be taken and general flagging rules. The base has countless road crossings to be flagged and two members of the Chesapeake and Albemarle Chapter, N.R.H.S., volunteered to perform flagging duties in exchange for a motorcar ride.

Once the motorcar lineup had been made, Walter Matuch led off with his MT14 running in reverse for the first portion of the trip. We stopped across from the Transportation Museum, and then proceeded to run in the other direction down the branch to the base port area.

We stayed long enough at the port area for everyone to make a few photos of the Army support ships and make a needed refreshment stop. Then it was back up the hill to the main line again.

From the museum area we retraced our previous run to Hanks yard and down the James River subdivision to a spot near the "ghost fleet" anchored in the James River. Here we actually turned the motorcars around for the planned photo runby at the curved trestle and a short run back to the diesel shop.

It was intended to retrace our trip again. However, another motorcar trip scheduled on the Winchester and

Western the following day (which many of us planned to attend) lead us to load our cars up and depart. Mother Nature decided to hasten our departure from the base, as an approaching cold front, with dark storm clouds and strong winds, moved into the area.

Wray Dudley and Kevin Page were drinking Gatorade while I secured my motorcar to the trailer. We later found out the storm caused power outages, toppled trees and brought floodlike rains for an hour or so that evening. Hope the crowd made it home safely.

My thanks go to Sherri Nolan and John Fairbanks at the base for making the trip possible. I want to express my gratitude to the NARCOA members who traveled to the event. When we come back after the base railroad has been rebuilt, our ride should be even better.

## SPENCER SHOPS HOLD RAILFAN DAYS

By Hugh Cain

On Saturday and Sunday, July 11 and 12, 1992, the historic Spencer Shops in Spencer, North Carolina, held their annual Railfan Days. For the past few years motorcars have been operated during this event; no exception this year. Gene Lail and Steve Hill had arranged for our participation during both days this year.

Spencer Shops was to debut their 2-8-0 steam locomotive 604, after a \$150,000 overhaul. Late Saturday morning the locomotive steamed from the roundhouse and gathered up a train. The rest of the day, the various diesels and the 604 shuttled passengers around the state-owned property.

While all this was going on, at least a dozen motorcars were busy hauling passengers on several sections of track. The usual questions were asked and answered and NARCOA information was available at our information desk. Hopefully, we will gain new members from the rides given during this event.

During the occasional lull in motorcar operations, the operators browsed through vendor's tables, rode the trains or just chose to beat the heat under the nearest shelter. (Speaking of heat, the temperature had to be at least 100 degrees each day and the tanning factor 150%.)

The Spencer Shops should receive a well deserved thanks for the refreshment truck that made regular rounds during the hottest part of both days. Gallons of water and Gatorade, as well as numerous cans of soft drinks were consumed by the grateful motorcar group. I'm sure heat exhaustion was prevented by this service.

While Spencer Shops conducted their night photo session, the motorcar operators were in their motels soaking up a cool shower and some cool beverages. The photo session will have to wait until next year.

All in all, we enjoyed two days of motorcar running and some fine company. I look forward to next year.

# WILDERNESS TOUR '92: AN 18-YEAR DREAM

By Hank Brown

Part I. It all started about 18 years ago while I was driving bus for the City of Madison, Wisconsin. I met a man who claimed to be a representative to the Canadian Government from the Yukon. He told me about a canoe trip down the Abitibi River to the Moose River to James Bay to watch the whales in Hudson Bay that he had taken back in 1935. He talked of seeing moose, fox, and fish so plentiful that you just reached into the water and grabbed one for supper.

With this in mind, I had been planning a trip which would duplicate his trip down the Abitibi. Last year on the Algoma Central, Jeff Mast asked me whether I had ever asked the Ontario Northland if we could ride their line from Toronto to Moosonee. Well, that's all I needed.

With the help of Leo Bertolo of the ACR we began plans for this year's Wilderness Tour. Because I didn't think anyone would come but the crazy and faithful, I didn't limit the trip. Needless to say, there were a lot of people who had the same dream of adventure that I had.

For us it began by an 820-mile drive through some of the most wild and beautiful country I have ever seen. We stayed in Sault Ste. Marie the first night along with the Gishs, Pratts, Schneiders, Lavertys and Dettmanns. The next day was a very enjoyable drive along Lake Huron and then straight north to Chapleau.

After a thorough inspection of the Chapleau CP division point and watching two trailer trains we headed east along Hwy. 101. We didn't go far before we came

upon a set of CP tracks and a section crew waiting for a southbound train to depart so they could get on with fixing the tracks. They had a beautiful Woodings motorcar at their section house which they offered to let us ride in if we had the time. Actually, they offered the women a ride-- which they declined. Oh, those Frenchmen!!!

A quick 125 miles later we were in Cochrane. You could feel the excitement levels rise when we arrived at the Westway Motel. Many motorcars were already there and members were out discussing the next day's events. Some had placed their cars on the tracks and were working on them.

My father and I quickly set up a "makeshift" office to have everyone sign waivers and talk about the next morning.

Everyone seemed anxious about leaving the next morning. So at 7:53 a.m. we were given a train order to proceed to Moosonee by the dispatcher in Engelhart. Leading the parade of 40 motorcars was John Thib and Victor Ishcoft in the ONR hyrailer with Don Hagar, Superintendent of Train Operations, bringing up the rear,

With driving snow, sleet, rain, and a 30-mile-an-hour wind blowing, it soon became evident that not all the people and equipment were prepared for the grueling trip. Within 11 miles from the start six motorcars had died with burned clutches, dead batteries, and a minor gas problem. After setting out one car and trailer at mile post 17 and placing four motor cars behind the rear hyrailer we were off again to face more snow, rain and the wind.

Fortunately, the railroad had section houses with bathrooms about every 30 miles; otherwise, I'm sure some of us would have frozen. As we passed the section crews and their motorcars everyone waved and exchanged looks of dismay. I mean, what crazy nut would drive over 800 miles to ride his motorcar 186 miles in a driving snow/rain storm? Even the section crews weren't working in this weather.

At mile post 70 the ONR mixed passenger and freight train overtook us. After setting a log car further down the siding for loading, the train departed with more of our group onboard. The weather was beginning to take its toll. But this "never say die" group of hardy souls left m.p. 70 and with a quick word we bypassed our scheduled lunch stop at Otter Rapids Power Dam. Mile after cold mile we continued north. The only thing that kept me alive was the thought that I was not in my canoe.

Finally the snow and rain stopped but the sky remained overcast and the wind didn't let up. At m.p. 142 we arrived at the Moose River and the beautiful open deck bridge spanning about 3/4 mile of open water. At this point we were still 88 feet above sea level.

The scenery had changed from dense forest to low pines which were second or third growth and not doing well. We had passed areas where forest fires had leveled



*CP Rail's Woodings motorcar at Chapleau, Ontario, Canada, June 1992.*



*The two-track engine house at Moosonee was packed with 38 motorcars for overnight safekeeping.*



wide areas, exposing the Muskeg. Some time when you see Fred Furminger, ask him about his new hard hat and the Muskeg.

After lots of picturing taking, we headed on to Moosonee. About a mile from the bridge the tracks turned north and down to sea level. Just as we headed north the wind which seemed to have died down, now picked up. It shot across our motorcar like a knife with nothing to stop it. Like a knife, it drove into us with such animosity that we quickly started shaking. My 75-year-old father, sitting beside me, was beginning to turn blue. I knew we still had 44 miles to go so I put the hammer down, moved toward the windshield, motioned for my father to do the same and we prayed we would live to see Moosonee.

I never saw 44 miles pass so quickly. Off in the distance I spotted the engine house and the station of Moosonee. What a wonderful sight. I looked at my father and pointed to the station. He nodded feebly and, I'm sure, cursed me for inviting him.

We arrived at 8:35 p.m. after an incredible ride. The last car arrived at 9:10 p.m., which was the scheduled time. The Two Bay Enterprises buses were driving up as the last motorcars arrived. Several small children were at the station to greet us. It made me feel a little foolish to see them in wind breakers, shorts, and tennis shoes while I was standing there with seven layers of clothes. The buses took our group of 96 to the Polar Bear Lodge for a grand hot meal and a warm bed.

The next morning, with the sky still overcast and the wind at a steady 20 m.p.h., a hardy band of 84 members climbed aboard for our whale expedition. The boat slipped

away from the dock and headed straight into the wind and the frigid waters of Hudson Bay. I walked to the fantail and took a deep breath of the salt air which I had dreamed

about for 18 years. The scenery passed slowly by and the wave height began to make the boat rise and drop into the bay only to rise again. We continued out into James Bay and passed Ship Sands Island.

The Captain decided that we had gone far enough because of the waves and weather, so we turned our vessel and we headed to Moose Factory Island without seeing a whale. I think the whales were smart. They wouldn't be caught swimming in those turbulent waters.

Moose Factory Island is set in a quiet cove about a mile from Moosonee. The Island supports an Indian population of 1,400. We arrived to see the Two Bay buses waiting for us and a grand tour of the island. We saw the famous church and many of the houses which the government built for the Inuit Indians.

About 3 p.m. we returned to Moosonee and many went to their motel rooms for a rest before supper. My

father and I decided that we could wait for a nap and toured the town. It didn't take long as there are only six blocks to it. We had some time to shop in the Artistic Arts and walk to the engine house to see people repairing their cars.

We were worried originally because there was a rock concert going on for four days and security was hard to find. However, the railroad and some ingenious members were able to squeeze 38 motorcars into the two-track engine house.

About 6 p.m. we met everyone at the restaurant for supper which, thanks to the Spanagels, was out of this world. After supper we watched the sun set at 11:03 p.m. and headed for the best sleep I can remember.

Sunday morning the Two Bay buses met us at our motels and took us to the railhead. It took about two hours to move all the cars out of the engine shed and take group photos. After a few words from the railroad people, we headed south. The gods must have been laughing at us because it was still overcast. I'm sure they were thinking, "What crazies these mortals be." However, shortly after the departure, the sun began to make its long awaited appearance. The farther south we rode, the better the weather. We crossed the Moose River and it was partly cloudy and getting warmer. We all began to shed our layers of clothes. We made several stops along the way for pictures. It's amazing how nice the scenery became after the bad weather left. Everyone began to smile and it was an enjoyable trip to Cochrane.

I still wouldn't do it by canoe!!!!

(Continued on page 13)

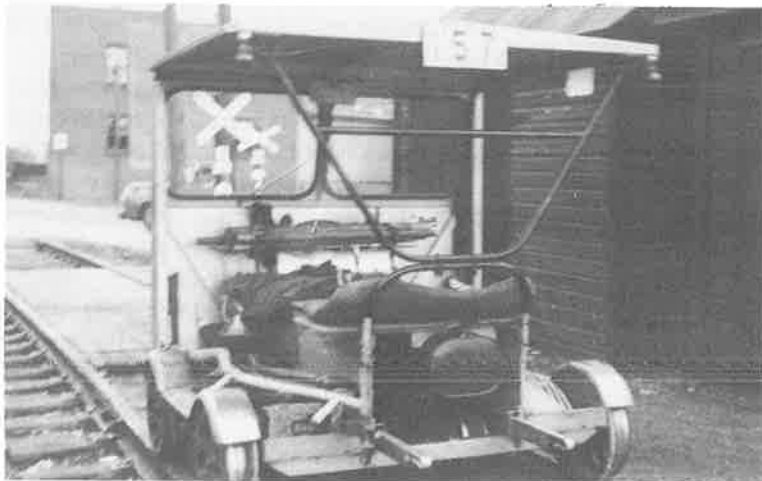
*The Hobo Railroad, Lincoln, New Hampshire, was a beautiful setting for a motorcar run this past June. Below, it took lots of manpower to get Quick Carlson's steamer back on track after it derailed due to wide gauge. (Notice the full rain gear.) At right, cars line up on a siding for the second day's run--dry at last! Below right, Jim Baird talks to Floyd and Sam Bistline of Pennsylvania while keeping an eye on his steamer.*



Photo by Dottie Carlson



Photos above by Deanna Baird



*The photograph above was taken by John Mowrer in 1960 at the motorcar shed on Railroad Street in Hanover, Pennsylvania. It shows a Western Maryland M19, #157, carrying a variety of equipment, scythe, ballast fork, flags, Dietz Viesta lantern, etc., used by the operator.*

*This M19-H, #65030, is still in use by the Carolina Coastal RR in Bellhaven, North Carolina.*



Photo by Hugh Cain



*Above, Ron Zammit's MT19-B at Lake Superior near Wawa on the Algoma Central this June, part of the "Wilderness Tour" At right, Jerry VanLoo of Oregon dressed for the cold on the run to Moosonee on the Ontario Northland leg of the Wilderness Tour. Jerry built his car and it made the trip with no problem. Not sure about Jerry.*

Photos by Ron Zammit



*John Mowrer's Fairmont S2H is shown at the tool shed at Muddy Creek Forks on the Maryland and Pennsylvania RR. The car was built on July 11, 1949, for the B&O RR, and has a Kalamazoo cab, typical of B&O cars, and a one-cylinder RQD engine. Delivery was made to the B&O at Ravenna, Ohio, in 1949. To the left of the car is Mike Billet, who restored the car in 1992, and Wade Monn is standing beside the car.*

Photo by John Mowrer

*Dennis Madden of Palm Bay, Florida, with a Fairmont starting wheel for an M19.*

Submitted by Harry Sealy, Jr.



# “FANTASY TOUR ’92”

## PART II

By Nancy Mayo

(Continued from Spring Issue)

When we arrived at the headquarters office of the Caney Fork & Western Railroad in McMinnville, Tennessee, at 7:30 a.m. on a cold, gray Tuesday morning (March 31), the contrast to our first setting on point at the Great Smoky Mountains Railway was depressing. Instead of a picturesque little town surrounded by beautiful mountains, we were in front of an old, warehouse-like building in an industrial section of town surrounded by lots of mud puddles, as it had rained hard the night before.

But then, the CF&W is not a tourist line but an operating freight service that connects with the Seaboard System at Tullahoma and runs 61 miles northeast to Sparta, TN, with McMinnville in the middle of the trackage. The fact that this was an operating service was brought home to us as we sat with our motorcars on our trailers until Engine 531 departed for Sparta to do some switching. Finally, at 9:30 a.m. we headed south to go to Tullahoma and back. Then we waited two more hours at McMinnville for the engine to return from Sparta before we headed North towards Sparta ourselves at 3:30 p.m.

The red clay country was very flat, but the day had turned sunny and the view from the long, high trestle over the Rocky River was beautiful--and even more so when we

recrossed it at dusk. We had supper at a small country store in Rock Island. Having so many of us arrive at once overwhelmed the cook and waitress, so our tour leader Hank Brown and Rose Spanagel (a.k.a. Paw Paw's owner - see Part I) quickly proceeded to wash dishes and wait tables. The huge burgers were delicious and definitely worth waiting for. We arrived back at McMinnville at 8:30 p.m., well after dark, having completed 122 miles of riding that day.

April 1 was another “free” day and we enjoyed the scenery of the Kentucky Lake area, ate regional food at a local restaurant, and made more repairs on our motorcar, this time replacing spark plugs, coil and headlight. This aspect of motorcaring is new to us (at least to me) as we have had our speeder just one year and assumed you just fill it with gas at the start of a trip and have it serviced once a year, kind of like a car. I think we have a lot to learn.

April 2 dawned cloudless and cool, and at 7:30 a.m., along with 19 other cars, we set our car on the track running down the center of Depot Street in front of the Old Depot Antique Mall (formerly the old Nashville, Chattanooga and St. Louis station) in Paris, TN. The Mall was a pleasant place to browse, have a hot drink and donut and keep warm while waiting for the usual safety talk and other preliminaries of the speeder trip to begin.

This day we would first ride the Kentucky & Western Tennessee (KWT) tracks (once part of the Paducah & Memphis division of the L & N and NC & StL RR) on a short (11 mile) branch southwest to Henry, TN, and back. Upon returning to the KWT yard in West Paris, we toured their new engine facility before heading south to Bruceton,

where the KWT connects with the CSX. Heading north again to Paris, we stopped for lunch at Grandma's General Store. “Grandma” obligingly sliced off generous chunks of bologna or scooped out huge portions of cold shredded pork, to which she added barbecue sauce & lots of salt, then heated the sandwiches in her small microwave to make delicious meals for us.

After lunch we proceeded north to Paris again, then on north towards Murray, KY. At Puryear, TN, we took to a siding to avoid the local train headed south. As we



*Jack and Elaine Gish of Omaha, Nebraska, at the KWT yard in Paris, Tennessee.*



*Log jam work by crew and tour group.*

got off our cars to stretch our legs, a killdeer flew up from the rocks along the track and began circling overhead. A scanty nest with four speckled eggs, the “points” all touching in the center, was soon spotted among the rocks. I hope the eggs didn’t cool off too much before the bird was able to return to her nest when we left.

At Murray, KY, the KWT connects to the J & J RR, an irregular freight service which goes north 8.34 miles to Hardin, TN, and is owned by the Hardin Grain Elevator, Inc. Both the J & J and the KWT connect to the Seaboard System at Murray. We took the J & J to Hardin and back, then returned to Paris on the KWT by 5:30 p.m. for a total days ride on the two railroads of 148.7 miles. Upon arriving back at Paris, we found that we were celebrities, as an article about our day’s excursion, complete with picture, had appeared in the local paper. We were all given free copies.

We stayed overnight in Paducah, KY, then drove the next morning (April 3) to Tamms, IL, for a ride on the Cairo Terminal RR, which operates 20 miles of former Conrail and Illinois Central Gulf trackage beginning at Cairo, IL, where it connects with the ICG, northwest to Elco, IL. The weather was sunny, cool and windy. We were to put on at the picturesque station at Tamms, which was constructed in 1899 and is now an historical landmark and museum. While backing our motorcar off the trailer, the drive chain fell off. After reinstalling the chain on the idler sprocket, oiling the chain and adding oil to the motor, we, along with 12 other cars (that makes 13), headed north to Elco.

Entering a siding at Elco, we went too fast over a closed frog switch and jumped the track. We weren’t hurt,

but it was a jarring experience. After turning the cars, we headed back south toward Cairo. South of Tamms, we met a track work crew coming north, so we backed north into Tamms again and had lunch. Then we started once more for Cairo, and again ran into the work crew, this time parked on a trestle where they were attempting to remove a logjam from the river below. Picture taking time!! Some of our group really got into it, two literally as while climbing on the jam to “help” the crew, they stepped through it into the water. An hour or so later, the logjam still jammed, we again backed into Tamms, where the work crew entered a siding so we could get around them and proceed to the ICG interchange just north of Cairo. There we turned our cars and returned to Tamms at about 5:30 p.m., having been on the tracks just 40 miles the whole day.

But the day was not over! As our trip the next day was to begin at Hickman, KY, our group was now to caravan to Union City, TN, where we would have our last supper together and stay overnight. My husband Don and I were especially looking forward to this as a couple we have known since college days were to meet us at the motel and ride with us on the Tennessean RR the next day.

We all headed south with Hank Brown in the lead, and I panicked as we crossed the Mississippi into Missouri. “Shouldn’t we have taken the bridge across the Ohio into Kentucky?” I asked. “I’m sure Hank knows where he is going!” Don replied. But there are no bridges back across the Mississippi for miles and miles!” I sputtered as I hastily scanned our maps. “You’re looking at old maps!” Don replied. And so the caravan proceeded, winding through the mud flats on nearly deserted roads, until we reached

(Continued on next page)

## “FANTASY TOUR '92” PART II

(Continued from previous page)

the river at dusk. Hank had already driven to the water's edge, turned around and was headed back the way we came.

He rolled down his window as he reached us, and, with a look of utter astonishment, yelled “There's no ferry.” He then gunned his motor and drove as fast as he could back towards Cairo, probably trying to escape the blue haze now coming over his CB radio. It seems that Hank, ever the romantic, had noticed the toll ferry across the Mississippi at Tiptonville, TN, on his map, had calculated that the distance would not be any greater if we went down the Missouri side, and thought it would be a special touch to have the whole group cross the Mississippi on a ferry. Nice idea, except that the ferry had closed for good last October!

We finally checked into our motel about 9:30 p.m., found our friends and went to a belated supper. By then tempers had cooled, but a red-faced Hank had to listen to lots of ferry/fairy jokes, e.g., “If you lose a tooth, don't put it under your pillow tonight. There's no ‘ferry’ here.”

Saturday, April 4, was clear and almost balmy, our best day yet weather wise. We drove from Union City, TN, to Hickman, KY, and 17 cars were placed on the track at about 9:30 a.m. The Tennen RR Co. operates freight

of the day, trying to impress company, no doubt.

As we headed south, we passed through the Reelfoot National Wildlife Refuge, where we observed sandpipers and great blue herons in the marshy areas. We also saw, in fact had observed during the whole tour, many song birds in the hedgerows along the tracks such as cardinals, brown thrashers, mockingbirds, and occasionally indigo buntings and scarlet tanagers. Just south of Tiptonville, TN, we discovered that five grain cars had been left on the main-line.

Ten motorcar owners decided to turn around and return to Hickman and head home. The remaining seven decided to derail and walk the cars up the parallel highway around the grain cars, then set back on the track at the next crossing. A few motorcars even started their engines on the highway, stopping occasionally to adjust their direction. Our friends helped us push cars and flag down oncoming traffic, probably wondering how and why they had gotten into this. Back on the track, we proceeded towards Dyersburg over the roughest track we have ever seen. But we eventually came to sections that had been replaced by continuous rail, and just north of Dyersburg we were stopped by a tie replacing crew. Once past the crew, we proceeded to the end of the line at the Tennen yard and office, where we improvised lunch out of our snack boxes. Heading back north, we again portaged around the grain cars and arrived at Hickman at 5:10 p.m., having traversed 104 miles of track that final day.

Some parting advice for new motorcar enthusiasts:

1. .BE FLEXIBLE!
2. BE PREPARED. Take along extra food, gas and spare parts.
3. BE SURE to ask your tour leader (if he happens to be Hank Brown) if he has consulted with his “ferry” godmother. (Sorry Hank, couldn't resist!)



service from Hickman to a connection with the Illinois Central Gulf 52 miles south at Dyersburg, TN, where the Tennen's engine house and offices are located. After Don reattached the starter wire (for about the third time) and again replaced the spark plugs, our car ran well for the rest

*Tiptonville Highway runaround. What some people won't do for a ride!*

# WILDERNESS TOUR WAS AN 18-YEAR DREAM

(Continued from page 7)

Part II. We watched the Canadian Weather Channel just to see if we would have good weather for the second leg of the Wilderness Tour on the Algoma Central Railway. With no rain in sight, we departed Cochrane for the five-hour drive to Wawa near Lake Superior.

We retraced the road which led to Chapleau in hopes of catching the section crew and maybe a ride on the main line of the CP. The trip across was helped by having radios which Carl Schneider had provided the Gishs, Browns, and the Zammits. We were able to caravan and keep in touch with each other. As we traveled west we were on the look out for any sign of wild life. The ONR didn't offer much so we were hungry to see even a chipmunk.

Suddenly, the radio crackled with excitement. Carl and Wally Schneider said they spotted a moose crossing the road. We came over the top of the hill and saw a huge moose casually crossing the road.

About ten miles down the road a red fox wandered onto the road. I had the camera around my neck. I slammed on the brakes, quickly grabbed my camera and took the shot. It looked so good through the lense. Click, I got him. This was going to be a trophy shot. Maybe *Time* magazine would offer me millions for this one. I felt proud--that is, until I discovered that the camera was turned off. No picture! Oh, well, on to Chapleau.

Chapleau is a division point for the CP Rails. The people are casual. We were permitted to wonder to our heart's content. We studied the yard, old turn table, and even were permitted to climb up on an engine and pretend we were engineers. After watching a westbound mixed freight disappear into the west we thought we should do the same.

Arriving in Wawa is an experience. The hills are rocky and the trees are many. Smoke is the first thing I saw on the horizon. The town is about three blocks wide and two miles long. We found our motel, which wasn't hard because of all the motorcars parked out front. After a quick tour, a hot meal with the Van Loos, Warren Cheisa, and the Zammits, and a hot shower, we headed for bed.

Tuesday morning brought the sun and warmer weather. It was beautiful. Everyone was down unloading their motorcars on the crossing and preparing for the day's ride. One of the joys of this hobby is the conversations with members from all over the country. There were members from California, Oregon, Washington, Pennsylvania, Ohio, New Jersey, Virginia, Tennessee, Vermont, New Hampshire, Ontario, Nebraska, Iowa, Wisconsin, New York, and Michigan.

All our cars were on the tracks and still no railroad people. We held our safety and informational meeting and still no railroad people. Members were becoming restless when Leo and Flo Bertolo from the ACR rounded the corner with their hyrailer. The other hyrailer appeared shortly. After introductions, we headed down to the

Michipicoten Harbor. The rails curved up and over a small hill then around a beautiful valley. We climbed a small ridge then went down the 2% grade into the small harbor. Spread out before our eyes were two long lines of ACR ore cars and five or six piles of various types of stone and coal which were used for processing steel and tacinite.

Fred Furminger and Jeff Mast fashioned a makeshift turnaround for us. After all cars were turned, we headed back to Wawa for a meeting with the Township Council of Michipicoten. They gave us their traditional GOOSE and invited us back any time we wanted to come. We persuaded the Township executive to ride on the trip with us. With everyone onboard, we headed up the grade, passed the Sinter mill, and went on to the hills overlooking Wawa.

About 1,000 yards up the grade the scenery changed dramatically. From trees and vegetation to the barren rock and low-growing type plants. It was as if the area for 15 miles around had been clear cut and the soil was gone. The highest objects anywhere were the towers and an ore mining entrance. I asked the executive what had happened to the area. He said the sinter process over the years had put sulfur dioxide into the air and that mixed with the water in the clouds. It came down as acid rain. We were getting a "first hand" look at what devastation can be caused by man!

We curled around many hills and traveled past small ponds which had nothing living in them. Finally, we reached the end of the acid rain area. We came around a corner and began to climb. At each turn new life forms were appearing. Small flowers and trees were clinging to the rocks. As we climbed, we saw up ahead the line of motorcars going around a horseshoe curve. GREAT!!! The ACR had a horseshoe curve. Now the woods became closer to the rails and gave us an intimate ride to Hawk Junction.

We arrived at Hawk about 1 p.m. for lunch. There is a small town with a general store and an unusual hotel. The station is the largest building. The stationmaster came out to greet us then quickly disappeared back in the station to receive our train orders for the return trip. We stayed for lunch, then began our 18-mile trip back to Wawa.

While rounding one of the endless curves on the ACR, we were shuttled into one of the sidings which hadn't been used in a long time. All the motorcars easily made it through the switch. Ralph Justen's hyrailer didn't have as much luck. I was standing around my motorcar talking with several people when I heard screaming. I looked up to see Ralph's truck stuck in the switch points. I looked in the other direction and saw four SD-40-2s with 26 fully loaded ore cars coming toward us. I thought my worst fear was going to come true. We would see our first major accident with possible loss of a truck. My mind was a whirl. Everyone seemed to race into action. People ran to try and

(Continued on next page)

# WILDERNESS TOUR

(Continued from previous page)

stop the train. Many of us ran to Ralph's hyrail to assist in getting it off the track or reraill it so he could make the switch.

Leo to the Rescue!!! He had radioed ahead to the train and only gave them clearance to the lead switch. What a relief!! No one was going to die that day. Leo pulled a new type of truck rerailler from his cab, inserted it under Ralph's truck and up he went onto the rails. Leo was feeling pretty good about it. It was his turn to go though the switch. Before he went off the points, he turned his steering wheel and the hyrail wheels fell into place. It was great.

With the excitement over, the train began to pick up speed. By the time the caboose passed, it was going 25 m.p.h. up the grade. We backed out onto the main and proceeded down to Wawa. After a long supper with the railroad crew and several members we departed for the long ride to Sault Ste. Marie to see our old friends at the Adams Motel.

## INTERESTED IN A WILDERNESS TOUR?

By Hank Brown

A Wilderness Tour is being proposed for 1993. I am interested in knowing how many NARCOA members would be interested in going on such a tour. Please complete the information form below and return it to me (along with a SASE) at: Hank Brown, 622 Oak Street, Cottage Grove, WI 53527.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip: \_\_\_\_\_

Names of people who might accompany you:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Alright, who's the wise guy who sent us this picture?*



**HOBO RAILROAD PREPARES FOR MOTORCAR WEEKEND. POLICE EXPECT TROUBLE.**



# WANT ADS

*EDITOR'S NOTE: THE SETOFF is happy to print all ads received from the membership. Please send ads directly to: Gene Tucker, Editor, 1004 North Kentucky Street, Arlington, VA 22205. If you wish to run an ad for more than one issue, please note that information on your ad. Thank you!*

**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. "Weather-seald" (for RO - C engines) - \$90 outright, or \$65 with useable exchange; "Hy - Duty" (for OD or 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. **CRANK-SHAFTS REBUILT** to factory standards for all single cylinder Fairmont engines - inquire. **COMPLETE ENGINE REBUILDING** for Fairmont engines - please call or write. Doug Heinmuller, 115 West Street, Bar Harbor, ME 04609. Phone: (207) 288 - 4332.

**WANTED:** Rail car fans who are also licensed amateur radio operators for possible net. Contact: L. Fred Martin NU9P, 104 Bischoff Street, Fond du Lac, WI 54935.

**FOR SALE:** Fairmont M19s and parts, also other motorcar parts and complete machines. Send SSAE to: Hugh Cain, Southeastern Rail Services, 510 Austin Street, Norfolk, VA 23503. Phone: (804) 588 - 6579.

**WANTED:** Fairbanks Morse Model 28 or 30 speeder and parts. **FINDER'S FEE!** Contact: Hollis Burton, 1025 West Avenue, Campbell, CA 95008. Phone: (408) 378 - 0436.

**FOR SALE:** Fairmont Class S2 - H Section Car (Ex NKP # 1572), 1/2 restored and in primer. The new features are as follows: brake system, steam condensor, air filter, rail sweeps, carburetor, fuel line, gas tank, exhaust system, weatherproof timer, information plates, windshield wipers, windshield wiper motors (6V), crank holders, ammeter, light switch, have all receipts from Fairmont and other businesses to verify. Have roughly \$2,000.00 in restoration, also have low body single axle trailer specifically built to haul motorcars valued at \$800.00. Will let it all go for \$2,500.00. **MUST SELL** - have to move - cannot take it with me. Contact: Pat Lemons, 1796 Arrowhead Drive, Columbus, OH 43223. Phone: (614) 871 - 1911 (after 6:00 p.m. EDT).

**FOR SALE: FAIRMONT 0307 HYRAIL VEHICLES:** 1983 GMC C3500 Utility body diesels - open body \$3800; enclosed body \$4300. 1983 Chevy C20 Suburban 350 V8, air-conditioned, ride in style \$5900; 1980 Chevy P30 track inspection truck \$1800. All trucks run good and have

warning lights and two way radios. Contact: Jeff Ciccone, PO Box 431, Absecon, NJ 08201. Phone: (609) 641 - 2594.

**FOR SALE:** Custom built utility trailer (65 X 84) for hauling a motorcar. Treated lumber deck, single axle. tongue jack and spare tire included. \$600. Contact: John Mowrer, 112 Fulton Street, Hanover, PA 17331. Phone: (717) 632 - 0982.

**RAILROAD ART/PHOTOGRAPHY SHOW:** Oct 2 thru 31, at 32 Carlisle Street, Hanover, PA. Original RR paintings and photographs for sale. Railroadiana, displays, including loco bells, whistles, lanterns, tracktools, etc. Free admission. Open Fri - Sat - Sun 10 AM to 5 PM. For more information, contact: John Mowrer, Phone: (717) 632 - 0982 (until 2 PM daily).

**WANTED:** Unrestored Hand Pump Cars, any guage, any condition, complete, particle, or just parts. Also, 20 inch diameter pressed steel wheels. Contact: Thomas W. Diehl, 101 South Main Street, Navarre, OH 44662.

**RESTORING:** Hand Pump Cars and three wheeled velocipedes, standard gauge 36 inch, or 30 inch. Can regauge. Contact: T. W. Diehl, 101 South Main Street, Navarre, OH 44662. Phone: (216) 879 - 5669 (7 AM to 1 PM and weekends).

**WANTED:** Warner Model T - 96 transmission for a Kalamazoo Model 27 AW - TC motorcar, three speed with reverse. Contact: Dave Williamson, 333 Lancaster Avenue, Apt # 204, Frazer, PA 19355. Phone: (215) 296 - 5584.

**FOR SALE: KALAMAZOO Model 27W motorcar,** Serial # 5089, dates from the late 1940s, with fixed side steps and 4 cyl Hercules gasoline engine. Good drive train, wheels, and brakes. Needs engine work and paint, \$750; **FAIRMONT A6 heavy duty gang motorcar.** Full cab, fixed side steps, heavy duty cast steel wheels, heater, rear tool platform. Powered by Ford 300 CID 6 cyl industrial gasoline engine, with 4 spd manual transmission. Two wheel drive. Needs paint, glass, and engine work, \$1,000. **INTERNATIONAL MODEL 1600 LOADSTAR** single axle dump truck with COX hydraulic Hi - Rail gear, and Koenig three way dump body. 1968 model, IH gasoline engine and 4 spd transmission. Over \$2,000 in recent electrical system and brake repairs. Fair to good condition, \$6,000; **AIR SPIKE HAMMER,** rail benders, rail pullers, and many other track tools for sale, call for updated list. Contact: Dave Williamson, 333 Lancaster Avenue, Apt # 204, Frazer, PA 19355. Phone: (215) 296 - 5584.

**FOR SALE:** Restored FAIRMONT M14 - E, ex BAR #135, with snowmobile trailer and supplies, \$3,000; FAIRMONT M43239 SIX HOLE WHEELS, with rubber treads (two have hubs), \$60; RAILROAD I, with two seats, \$800. Contact: Brian Dame, PO Box 19, West Chesterfield, NH, 03446-0019. Phone: (603) 256 - 8133.

(Continued on next page)

# WANT ADS

(Continued from previous page)

**FOR SALE:** Large list of motorcar parts (mostly Fairmont). Contact: M. W. Kirby, Gen Mgr, Rendon (Ft Worth), 215 Tracy Lee Court, Burleson, TX 76028. Phone: (817) 478 - 0773.

**FOR SALE:** FAIRMONT M14, all new wood, glass, wiring, paint. Railroad is Central Vermont #85. Has front and roof. Rubber tired wheels in rear. Excellent condition, \$950. FAIRMONT 1 CYL OD ENGINE with steel hopper. Needs TLC!, \$95. Contact: Tom Kowalski, 689 Podunk Road, East Brookfield, MA 01515. Phone: (508) 867 - 2188.

**FOR SALE:** Cabooses and Fairmont motorcars. Shoppers send SSAE to: Anderson Steel Co, A.S.F.R.R., PO Box 2019, Fairfield, IA 52556. Serious buyers call: (515) 472 - 2020.

**FOR SALE:** Fairmont M9, good condition, runs well, ex Illinois Central. Contact: Jerry Braedle, 120 Walnut Street, Carson City, MI 48811.

**WANTED:** Good quality home videos of motorcar events, to be compiled into video production. Contact: Hugh Cain, 510 Austin Street, Norfolk, VA 23503.

**WANTED:** Fairmont MT14 motorcar (possible trade for Fairmont S2?). Contact: Hugh Cain, 510 Austin Street, Norfolk, VA 23503. Phone: (804) 588 - 6579.

## PAINT PROBLEMS? HERE'S WHAT I USED

By Hugh Cain

Over the past few years, I have painted several motorcars. Some were in a yellow scheme, the others were in an orange paint. Like many of my fellow motorcar restorers, I have noticed a wide range of yellow paints available. Depending on who the paint was manufactured by there might be at least one, two or three shades of the same paint listed as equipment or safety yellow or orange.

My last car was a prime example of that. I painted the MT19 with "safety yellow" paint. Later on a motorcar meet, I compared the color of my car to several others and found this color to be almost a "lemon yellow".

The car I am working on now is being repainted with DeRusto brand paint. I am using "caterpillar yellow," which is listed as "gloss golden yellow" at the same time. At first I thought this color would be too far to the orange side of the yellow chart. However, now that I have a good base coat on the car, I feel this paint will be just about right.

I have used Glidden, Pro-Tech, Krylon and DeRusto paints in the past, plus a few I don't remember. Now that I have tried DeRusto's 893, gloss golden yellow, I would say it is very close to the shade Fairmont used.

What is one to do when working with an aluminum cab, such as found on our motorcars, and Zinc Chromate paint is no longer widely available? Several of the paint manufacturers make a product for priming galvanized metal and aluminum. They also make a product for priming rusty metal. However, the rusty metal must be treated before being painted.

Speaking of rusty metal, what to do about it? Well, I've sanded it, sandblasted it, steel-wire-brushed it, and still have seen the rust "bleed" through after being primed and painted. Hopefully no more. I found a product called "Ospho" at my local paint store. It has been used with fine results on very rusty metal by other restorers, so I tried it. Results?

We'll have to wait and see.

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