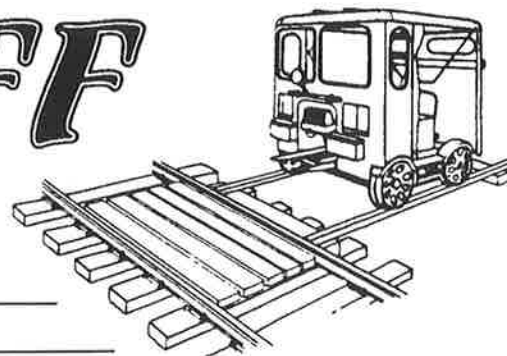


THE SETOFF

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

Fall 1993



This year's South Branch Valley run on August 14th brought 42 cars to beautiful West Virginia for "Almost Heaven V," a run organized this year by Wray Dudley of Richmond, VA. These photos show the lineup at the Romney station with the Potomac Eagle excursion train visible in the photo at right. Read about the meet on pages 8 and 9 in this issue.



Photos by Wray Dudley

Meets

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, or to: Hank Brown, 622 Oak Street, Cottage Grove, WI 53527. If time is short, send them directly to the Editor. Thank you!

HOOSIER RAILCARS is sponsoring the following meets. Contact Stan Conyer, 9333 West State Road 46, Columbus, IN 47203, or Phone: (812) 342-0565, for more information (include SSAE with request).

November 21: Turkey Trot Run. Spencer to Elnora, IN on Indiana Southern RR. 85 miles roundtrip.

January ??: Hoosier Railcars annual meeting at Jonathon Byrd Cafeteria, Greenwood, IN. Dinner and meeting.

January ??: Frostbite Falls Poker Run. Indiana Transportation Museum, Noblesville, IN. Indianapolis to Tipton, IN, 50 miles RT.

July 3 - 10, 1994: Canadian National Railways, The Pas to Churchill, 590 miles each way. Approximate cost is \$500.00 per car. Reception and dinner at The Pas included. A.A.R.O. insurance required; 15 car limit. Planning for this meet now underway (details incomplete at press time). Contact: Hank Brown, 622 Oak Street, Cottage Grove, WI 53527 for more information and to be included in the headcount being compiled for this trip.

Donald E. Schultz of Logan, Ohio, sent us a copy of a poem he composed Labor Day weekend after a run on the "Do the Line Two" on the Algoma Central. It is reprinted here. Enjoy!



WE NEED PHOTOS FOR NARCOA'S 1994 CALENDAR!

It's not too late to send in photos to be included in the 1994 Calendar. But, time is getting short!

We currently have some photos for consideration, but we lack: photos with unusual settings (on bridges, coming out of tunnels, etc., winter scenes with snow, etc), and photos where the motorcar itself is a fairly large portion of the photo.

Some of the photos already submitted won't print well, so we'll need some more submissions. We'd like to let everyone have a crack at being included (and plan to run as many as possible of those not chosen for the calendar in the Winter 1994 issue of *THE SETOFF*), and would love to print photos from individuals who haven't been represented in last year's calendar. However, we encourage all of the membership to send in photos for consideration.

Deadline for photos is absolutely December 10th! They must be in the Editor's hands by then.

Deadline for receipt of articles, photos, etc., for the winter issue of *THE SETOFF* is January 15th. Send submissions to the *SETOFF* Editor at 1004 N. Kentucky St., Arlington, VA 22205.

Duneold & Donald went to the Soo,
only way better if you had come too.

Put the car on the rails, and never looked back,
headed far up north with a clickity clack.

T'was no joke honey,
they spent all their money.

Dinner & drinks they had a good time,
all their Canadian down to a dime.

If the chance ever comes they would do it again,
Lots of good people and many a new friend.

Editor's Notes

By Gene Tucker

Many thanks to Deanna for publishing the Summer issue singlehandedly. Time and travel (most unusual for the U. S. Army Chorus in late August to September timeframe!) made that necessary.

Pa Kettle (of Ma & Pa Kettle movie fame) used to say "I'm gonna get around to doing that one of these days". Some of you have written to remind me that I haven't returned photos to you from (gulp) last year. I haven't found the time to get to them . . . I do still have them, however, and they are safe and sound in the office. I promise you (with my right hand firmly planted on a Fairmont manual) that they will be mailed before the end of November.

Finally, a few reminders about submissions to *THE SETOFF* might be in order:

We're very happy to have anything and everything you find time to send us. We'll print all items and stories received, provided they don't advocate unsafe acts, portray our activities in an unsafe way, or slander someone.

We like to have stories in typed or printed form, so they can be scanned into computer usable format easier. If that isn't possible, we'll take the information in any form you're able to give it to us. Ads and meet notices do not need to be typed or printed.

BOONE & SCENIC RUN IN SEPTEMBER RAISED FUNDS

By Dave Pratt

The First Iowa Division would like to thank everyone who participated in the fundraiser for the Boone & Scenic Valley RR held September 26 at Colfax, Iowa. Devastated by the rains of June and July, the Scenic Valley was presented with \$1,400 at the Iowa Division Convention. The fundraising event drew participants from six states who enjoyed an excellent run in addition to helping out the Scenic Valley.

A special thanks to Fred Yocum, president, and Red Findley, vice president of the Iowa Interstate Railroad, for the time they spent helping to organize the ride. Thanks to everyone who gave to help save a railroad.

Photos: The clearer and sharper (in contrast) the photo, the better. Black and white photos print best, with sharp color photos next. Generally, photos in which the subject (motor-cars, naturally) is fairly small won't print very well. We cannot return photos submitted for publication, since future reprints of *THE SET-OFF* depend on having the originals available.

Also regarding photos, if you write or stamp something on the back of a photograph, please let it dry thoroughly before you put it on top of another photo so the ink won't transfer. We have received many pictures with ink on them from the bottom of other pictures.

Many thanks. It's a great pleasure serving as your editors, and we look forward to seeing you railside!

THE SETOFF

Volume 7 Number 3

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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.

WHAT'S A FAIRMONT A32?

By Michael R. Patrick

"I never heard of one!" is the usual response I get from anyone I tell about my vehicle, a 1955 Fairmont Motorcar Corporation A32 Hy-Rail pickup truck.

I first saw mention of the truck in a surplus property sale memo from my employer. It was listed as a "Fairmont Rail Ryder, as-is, where-is". I did recognize the trade name Fairmont and thought it might be a speeder, so I called the purchasing department to inquire about the vehicle. They called it a monorail maintenance vehicle and referred me to the monorail shop. I called them and was asked why I would want that piece of old junk. They didn't know any history of the vehicle, but knew that it was purchased with the monorail, to be used to pull the two-car train back to the station if it broke down. In 15 years, they never used it for this purpose due to the steep grades on the monorail track. It was used several times a year for carrying men and material to work sites on the two-mile loop of track. Someone thought it had a bent or broken axle or a seized-up motor, but no one knew for sure.

I found the truck in the parking lot area known as the boneyard. It didn't look like much in battered silver paint with lots of rust. The cab appeared to be a shrunk down version of a step van and the bed was a pickup body with side doors. The cab doors had been removed and the bed was full of scrap. A heavy steel platform with handrails had been built around the perimeter of the vehicle to allow workers safe access while operating on the elevated monorail track. I recognized the cast nameplate as the same "Fairmont" plate used on some motorcars. The hi-rail equipment had long been removed.

I called the local motorcar experts and no one had ever heard of something like this. I placed a bid on the truck to keep it from winding up in the local junkyard. A few weeks later, the purchasing manager called to say that I now owned a piece of junk.

I began removing all loose parts in preparation for moving the vehicle home. Each time I went through the security gate with more parts, someone made a remark about starting my own junkyard. After all the loose parts were home, I arranged for a wrecker to come pick up the vehicle.

When the tow truck arrived the next week, we found that a fence had been built around the boneyard and a large generator was blocking the gate. The maintenance manager said he could get a forklift to move the obstacle. In the meantime, I measured the width of the platform around the Fairmont (nine feet) and then measured the gate (eight feet). This presented a problem, to say the least. I sent the wrecker away and insisted that something be done so I could remove my vehicle. The manager said he would have to get permission to remove a panel of the fence and would call me later. I happened to look out of my office window later that day to see a huge four-axle heavy duty mobile crane headed in the direction of the boneyard. Rather than remove part of the fence, the company elected to rent a crane to lift the Fairmont over the fence.



The Fairmont A32 recently acquired by Michael Patrick. Is it a one-of-a-kind treasure?

(Continued on next page)

WHAT'S A FAIRMONT A32?

(Continued from previous page)

I'm sure the travel time and rental of this machine was quite expensive.

The Fairmont was towed to my parents' house (surprise for them!) and parked in the backyard. My father said it was the ugliest thing he had ever seen. Over the next few weeks the steel platform was removed with the neighbor's welding torch and the vehicle cleaned up. The junk was removed from the pickup bed including fence posts, ten pounds of nuts and bolts, monorail parts and a four-foot-wide manhole cover (anyone want to buy a surplus manhole cover?).

The brakes had been removed for repair and not reinstalled, but all parts were included. The exhaust system was missing, but the rest of the truck was complete. Remarkably, the glass in the windshield, rear windows and gauges were unbroken. I reinstalled the cab doors.

Removal of the platforms revealed a build-

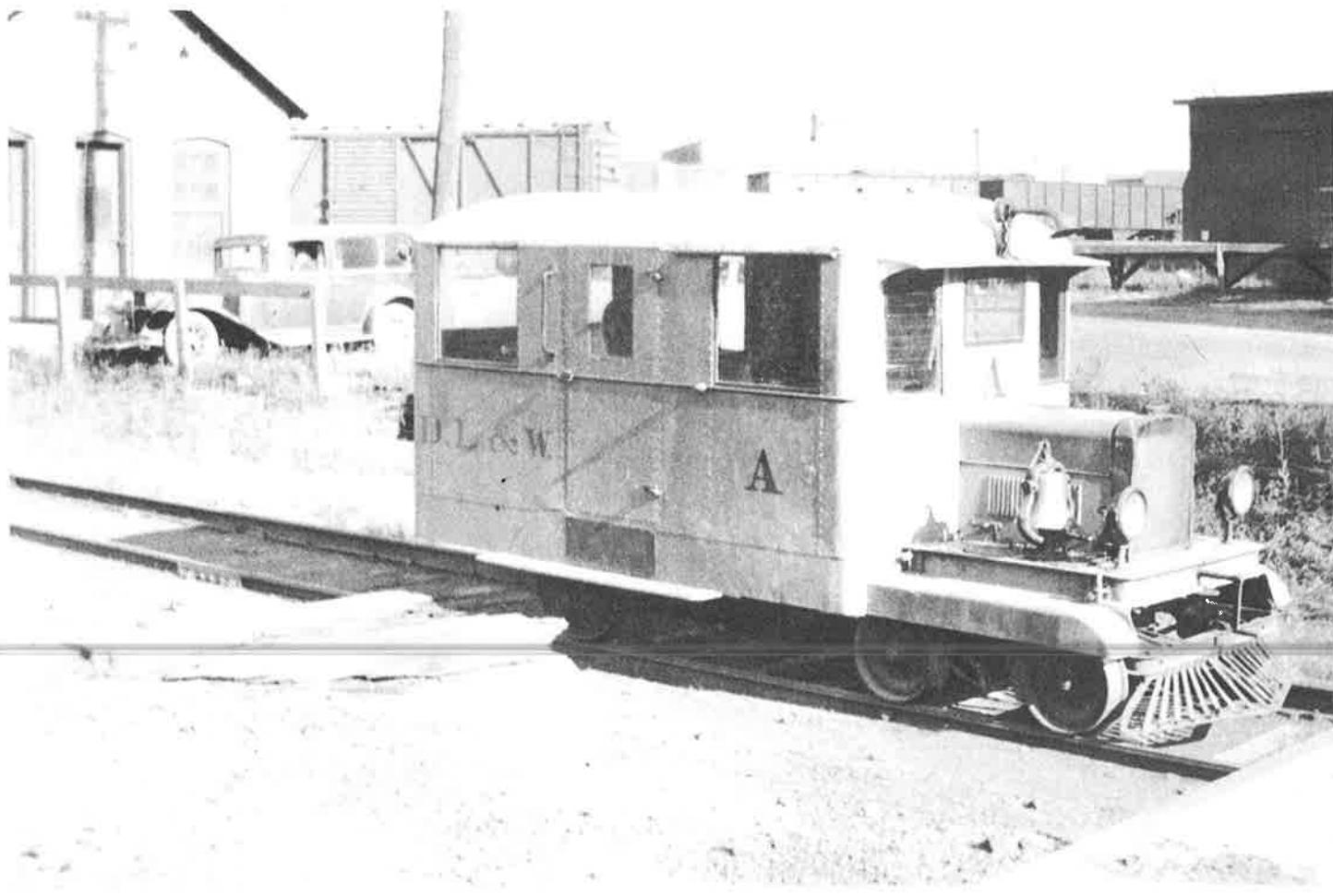
ers' plate indicating the Fairmont was originally U.S. Navy property. A 1972 California license plate was attached to the truck.

We replaced the battery, cleaned the carburetor and pressed the starter button. The motor, a four-cylinder Continental, came to life! It ran for about an hour with no signs of trouble.

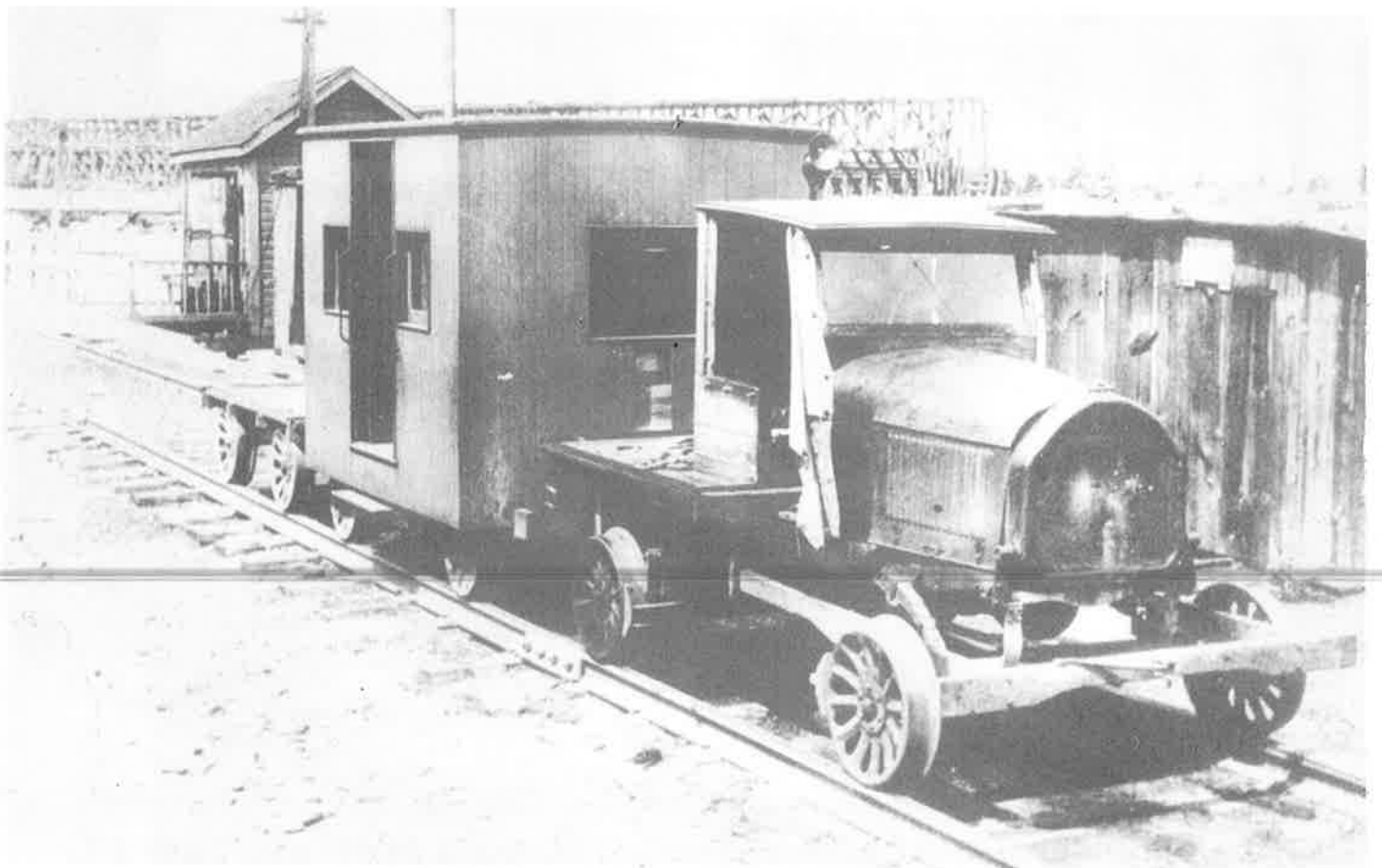
I recently displayed the Fairmont at a NARCOA meeting at Fort Eustis, VA. During the meeting, I had the opportunity to ride the rails in a hi-rail truck. I am now convinced that I want a modern hi-railer! Unfortunately, I do not have the mechanical talents or inclination to rebuild the Fairmont back to its original hi-rail configuration, so it may soon be available for sale or trade, perhaps for a small hi-railer, preferably an S10 Blazer or Bronco II.

I would like to hear from anyone who may have information about this vehicle. Do I have a one-of-a-kind treasure or was everyone who said "junk" correct?

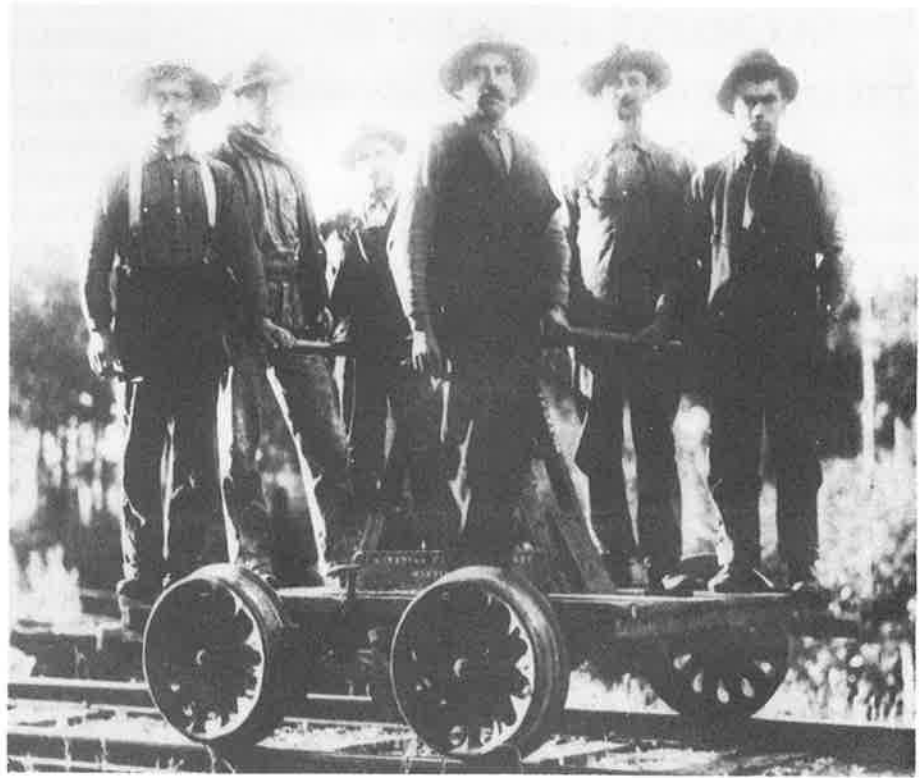
My address is 740 Brookside Drive #302, Newport News, VA 23602.



Walter Mattuch of Bayonne, NJ, submitted this old photo of a DL&W car, "Little A."



We received these nostalgia photos from Mike Billet of Red Lion, PA. Clockwise from right, a Canadian Pacific handcar and MOW gang at Winnipeg, Manitoba, in 1890; a Canadian Northern rotary handcar and trailer with MOW gang (note the man on the trailer with a push pole), location and date unknown; a Canadian National Ford "Hy-rail" and MOW cars at Toronto, Ontario, date unknown; and a Canadian National MOW gang on a BUDA handcar at Margaret, Manitoba, in 1900. Reprints (8" x 10") are available for \$4.58 each from Mike Billet, 1010 Felton Road, Red Lion, PA 17356.



ALMOST HEAVEN V

THE 1993 SOUTH BRANCH VALLEY MEET

by Wray Dudley

Back in the Spring, I made the "mistake" of asking Dick Ray how plans were coming for this year's South Branch Valley meet. He replied that he was looking for someone to put the meet together this year, and about three hours later, well, I was the coordinator. That was quick . . . can't keep my mouth shut . . . may be why I don't do well at auctions. Anyhow, I reasoned that since this was an established meet, that I had worked on a smaller meet last year, and that I had worked on NRHS excursions for the last 28 years, this project wouldn't be too hard, and probably would be fun. I was right on both counts, thanks to a lot of help from many of you.

I thought about my previous experiences, both at the South Branch Valley and other meets and railfan excursions, and then went to work. My first contact was with Mr. Terry Gaynor, Superintendent of the Railroad. He agreed to the plan in principle and we began to work out details. I also contacted the *Potomac Eagle* passenger excursion folks since we would be on the track at the same time as their train and because they had the only restroom facilities on that end of the line! Many experienced NARCOA members (like Dick, Joel, Dave, Walt) were ready with helpful advice throughout this stage.

By early summer, I had somehow made the newsletter deadlines (well, close enough! Thanks, Gene and Dea!), had the meet announcement out, had maps and information sheets ready to mail back to those pre-registering and Mr. Gaynor and I were in agreement on the operating schedule and details. Now all I had to do was keep the money straight, answer questions, and wait for the big day, hoping for decent weather.

Saturday morning, August 14 dawned--well, got light--amid heavy fog outside the motel in Petersburg, but I was smiling. It has been my experience in West Virginia that if the early morning is foggy, you will have a great day as soon as it burns off. Correct again, but more on that in a moment.

I arrived at the South Branch Valley Shops in Moorefield early, but there was already a line of ready motorcars and anxious owners. While Walt Mattuch helped me organize the set-on

process, Suzie had the latest in "NARCOA-wear" available so everyone would be in style. Kathy Page volunteered to handle release-signing and last minute registrations, a not-very-glamorous but extremely necessary and time-consuming and exacting job. THANKS Kathy!

The Railroad had moved all of their equipment to behind the shops giving us access to several areas in front of the shops to set cars on. With everyone helping everyone and with plenty of time before departure, it was a relatively painless experience. Thanks to Kevin Page for checking over the cars for safety equipment and wheels, brakes, glass, etc.

Following the usual meeting, all 42 cars were started with little trouble and we were off following the South Branch Valley A-8 with Terry Gaynor at the controls. As I had been talking to Mr. Gaynor in the spring and early summer, he kept telling me rather proudly that I would not recognize the railroad, and frankly, I did not. Over \$4 million was spent on the track just in the year since we were there last! Mr. Gaynor told me that they had re-surfaced the track all the way from Green Spring to Petersburg. What he did not mention was all of the welded rail that was in place (almost half the railroad, I think). The South Branch Valley RR is now a very smooth pleasure to ride, a contrast to what many of us remember from past years. To say it is in first-class shape is an understatement.

Our scheduled meet with the passenger train at Sycamore Bridge at 11:30 had dictated the departure time from Moorefield. We figured why wait at the bridge when we could allow more time at Moorefield, and sure enough, when I arrived at the end of our line-up of cars, the *Potomac Eagle* was in sight to our north. That worked . . . or did it? What none of us had figured on was that Ronald McDonald would walk through the train talking to each child. We waited an extra half-hour anyhow.

Glenn, Michael, and Matthew Stahlman made good use of that time. In addition to motorcars, their family raises racing and homing pigeons. The box which you may have seen on top of their motorcar carried several pigeons which they released enroute. Glenn reports that all made it home safely, some in under an hour and one-half. "Home" is near Helmstetter's Curve on the Western Maryland Scenic, 55 miles "as the pigeon flies"!

Per my prediction, the fog had burned off. However, the humidity stayed. I had billed the trip as "ALMOST HEAVEN V", but by 1:45 when we pulled into the Romney station behind the *Eagle*, I began to wonder if we had taken a wrong turn somewhere; it was just plain HOT! Even the ice in many coolers was almost gone. While we were perusing the gift shop and the restrooms (thanks to Dave Corbitt of *Potomac Eagle* for that privilege!), one of their employees went to a local store and brought back bags of ice for those of us in need. The fresh ice, the beautiful West Virginia scenery, a quick sandwich, and of course all of the friendly motorcar folks served to remind me that no wrong turn had been made; the name was, in fact, correct.

Now rested and refreshed, we made good time north to the new siding just short of Green Spring where Walt organized an efficient run-around move so we wasted very little time and were on our way south back to our meet with the *Potomac Eagle* at Romney. Once the train's passengers had left and the train was in the clear, we were on our way back to Moorefield. This time, the eagles (the feathered variety and for real!) were spotted flying above the river and tracks in The Trough.

At Moorefield, about half of our group elected to call it a day, load up and go home, while the other half pressed on to Petersburg. Once again re-surfaced track and a new siding near the feed mill greeted us. Improved track, for sure! Darkness fell about the time we arrived at Petersburg, so we turned our cars on the wye and made the return trip to Moorefield in the dark, always an impressive sight as the 20-odd winking and twinkling motorcars spread out on the gently curving track in the long, flat valley under a clear sky. My thanks to my riders and long-time railfan friends Greg Richardson and Chuck McIntyre for flagging a bad grade crossing for us on this leg of the trip. Their efforts with fussees and lanterns basically made the Petersburg run possible. Chuck and Greg are not NARCOA members or car owners (yet!) but the three of us all have lots of motorcar experience together going back 15 years, working on scenic railroads.

We did not award prizes for those traveling the longest distance to the meet, but if we had, the winners would have been Mr. and Mrs. Otis Madden who came over from Louisiana, MO, to escape the floods (remember that town from the


CNN and Weather Channel tv reports?). Second place goes to Roger Dickinson from northern Vermont. The Nebels from the Detroit area came in a third. On the other extreme, Richard Hartman travelled, by my calculations, almost a mile to get from his home to the set-on point.

By 11p.m. when I left the shops, most everyone had already gone, cars packed and "till-next-times" said. It had been a very successful day, with relatively few breakdowns and no major problems. THANKS to EVERYONE who was at the meet for helping with flagging, breakdowns, unloading and loading cars, and the many things that help make these meets so enjoyable.

None of this would have been possible without the help and support of Mr. Terry Gaynor and his staff at the South Branch Valley Railroad. They cut brush at crossings to improve visibility and our safety, moved equipment to give us more room to unload our cars, lent us their restrooms, and cooperated in many other ways to make our day both fun and safe. I am sure that you join me in saying "Thanks once again!".

When it's a tie at a crossing
between your car and a train . . .

YOU LOSE!



an

OPERATION
LIFESAVER

public service message

1-800-537-6224

HOW TO HOOK UP AN AIR SUPPLY FOR AIR HORNS FOR ONAN MOTORCARS

By Jack Whitt

You will need a compressor, a collecting cylinder, and air tanks to build an air supply for an air horn.

The Compressor:

Sanyko automobile air conditioner. All air conditioners are a closed lubricating system. Therefore, in using the compressor for air a cylinder must be made to collect the 20 S.A.E. oil and return the oil to the compressor on the intake side.

The Collecting Cylinder:

First, use a 4" pipe coupling, cut in half. Weld the cut end to a 6" x 6" x 1/4" angle iron for the base of the cylinder. The down angle will later be bolted to the frame of the motorcar.

Second, use a 4" piece of pipe, including threads on one end, 6" long. This screws into the coupling that was cut in half and welded to the angle iron in the first step above. Close the top open end with 1/4" flat iron welded. On this welded end (top) bore a hole in the center and weld a 3/8" pipe for connecting to the air tank. Also, on this welded end (top) weld four short pieces of 1/8" pipe, flat forming an "X" so a screw driver can be inserted to tighten the 4" x 6" pipe cylinder.

Next, the bottom cylinder. Weld a 3/8" pipe that extends through the center of the bottom 1" to 1 1/4" so that a Fram Oil filter can be screwed onto it. Perforate this filter from the bottom with an ice pick to release back pressure. Also, weld a 1/4" pipe through but flush with the bottom of the cylinder for returning the collected oil to the compressor. Place 1/4" copper tubing valve for regulating the flow of air and oil back to the compressor.

Fourth, between the 3/8" pipe on top of the cylinder and the half-inch, one-way pipe valve, use copper tubing. After the one-way valve, use half-inch pipe to the air tank, pressure switch, pressure gauge, and horns. The copper tubing crosses the motorcar from right to left.

Fifth, air tanks off dump trucks are usually smaller in diameter than those used on semis.

Next, pressure control. Ones used on pri-

vate water systems are good. Control switch that cuts the 12 volts to the compressor clutch on and off. Place a master push-pull switch on the motorcar control panel. Set the switch to 55-100 lbs.

Lastly, the valve for horns. Half-inch pipe quick cutoff valve and load the off side of the handle with a spring that cuts off when you release the lanyard.

Location of Compressor:

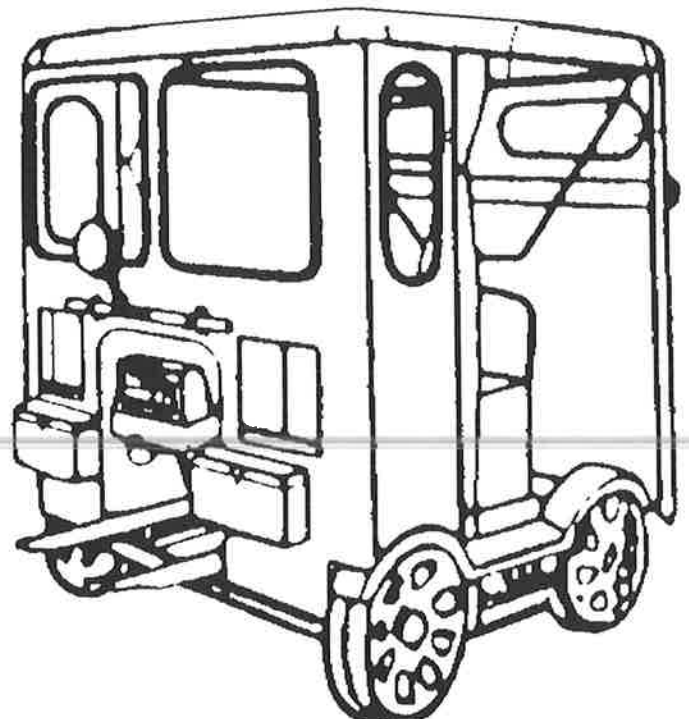
The alternator is to the port side of the engine. The compressor should fit on the starboard side. Bolt the compressor on the inside of 6" x 6" x 1/4" angle iron for a base and the vertical angle is bolted to the inside wall of the engine compartment. The same belt for the alternator is now used for the compressor. You probably will need to make a new engine hood.

Location of Cylinder:

Outside of the engine compartment on starboard side front inside cab.

Location of Air Tanks:

Two tanks fit under seat on port side on floor, 7" diameter by 18" long. Air supply for one good long road crossing signal. Pressure back up in 60 seconds.



Want Ads

EDITOR'S NOTE: THE SETOFF is happy to print all ads received from the membership. Please send ads to: Gene Tucker, SETOFF Editor, 1004 North Kentucky Street, Arlington, VA 22205 - 2310. Thank you!

FOR SALE: C5 carburetor. \$45.00, plus \$5.00 UPS. Mike Paul, (WI). Phone: (414) 235-2607.

WANTED: 20 inch Fairmont demountable wheels. Jeff Levensgood, 436 Luzern Street, Sugarcreek, OH 44681.

TRADE: Operation Guide for Mudge Motorcar. Contact Jeff Levensgood (see ad above).

FOR SALE: Pushcar (trailer car), 4-inch channel steel frame, wood deck, Fairmont 16-inch pressed steel wheels, 10,000 lb. capacity. \$300.00. **PARTS** for KALAMAZOO Model 27W motorcar: length of diamond #413 double roller chain (obsolete, no longer made) and double sprocket for rear axle. \$25.00 for both. **TRACK TOOLS:** Aluminum track jacks, air powered tie tamper, rail benders, and many more. Send for updated list. These are modern tools, in good condition, ready to go to work on your track. Contact: Dave Williamson, 333 Lancaster Avenue, Apt. 204, Frazer, PA 19355. Phone: (215) 296-5584.

FOR SALE: RQ-C engine, no carb: \$150.00; M19F-3 motorcar with cab and overhaul parts: \$950.00; M19 side curtains, pair: \$90.00; Fairmont seats, LH and RH: \$240.00; Crossarm tube: \$25.00. Fairmont PH engine, C5 carb, runs: \$550.00 Contact: Joe Shaffer, 35166 Jason Drive, North Ridgeville, OH 44039. Phone: (216) 353-0764 (6 - 10 p.m. EST)

FOR SALE: Erie base of mast mechanism semaphore signal: \$750.00. Contact: Joe Shaffer (see ad above.)

WANTED: Hydraulic turntable information (shop drawings, plans, specs, pictures, etc.) for a Kalamazoo 27 AWF. Weight: 2,000 lbs, or for any other large size motorcars like the A4D-1 and A5-E Fairmont. Contact: Tom Wiprud, 257 Gauger Street, Hutchinson, MN 55350. Phone: (612) 587-4283.

AVAILABLE: Copy of owner's manual for Fairmont A4D-1 motorcar. Contact: Tom Wiprud (see ad above.)

FOR SALE or TRADE: Two new, unused Fairmont wheels, part #CW 17178, #812 14 X 1/4 X 3 3/8. Would trade for Fairmont 16 inch wheels in like condition. Also have pair of flanged hubs, five-bolt pattern with axle, in same condition. Contact: G. S. Waltman, 63 Commercial Street, Honesdale, PA 18431. Phone: (908) 832-2186.

WANTED: Fairbanks Morse Model 101 motorcar, any condition acceptable, or will take parts. Contact: Scott Janz, 1490 2nd Street South, Rudolph, WI 54475. Phone: (715) 435-3182. (Thanks for those who responded to my MT19 ad in the last issue!)

FOR SALE: Reading Company Fairbanks Morse model 40-B, mostly restored. Contact: John Hall, 2711 Pecksniff Road, Wilmington, DE 19808-2177. Phone: (302) 995-0649.

FOR SALE: 1952 Fairmont S2-H, former IC #F8434. Car has curtains and 12V electrical system, runs great. A lot of room for those long runs. Asking \$1,500.00, price negotiable. Contact: Jerry W. Foust, Box 636, Venedocia, OH 45894. Phone: (419) 667-4934 (before 11 p.m. EST).

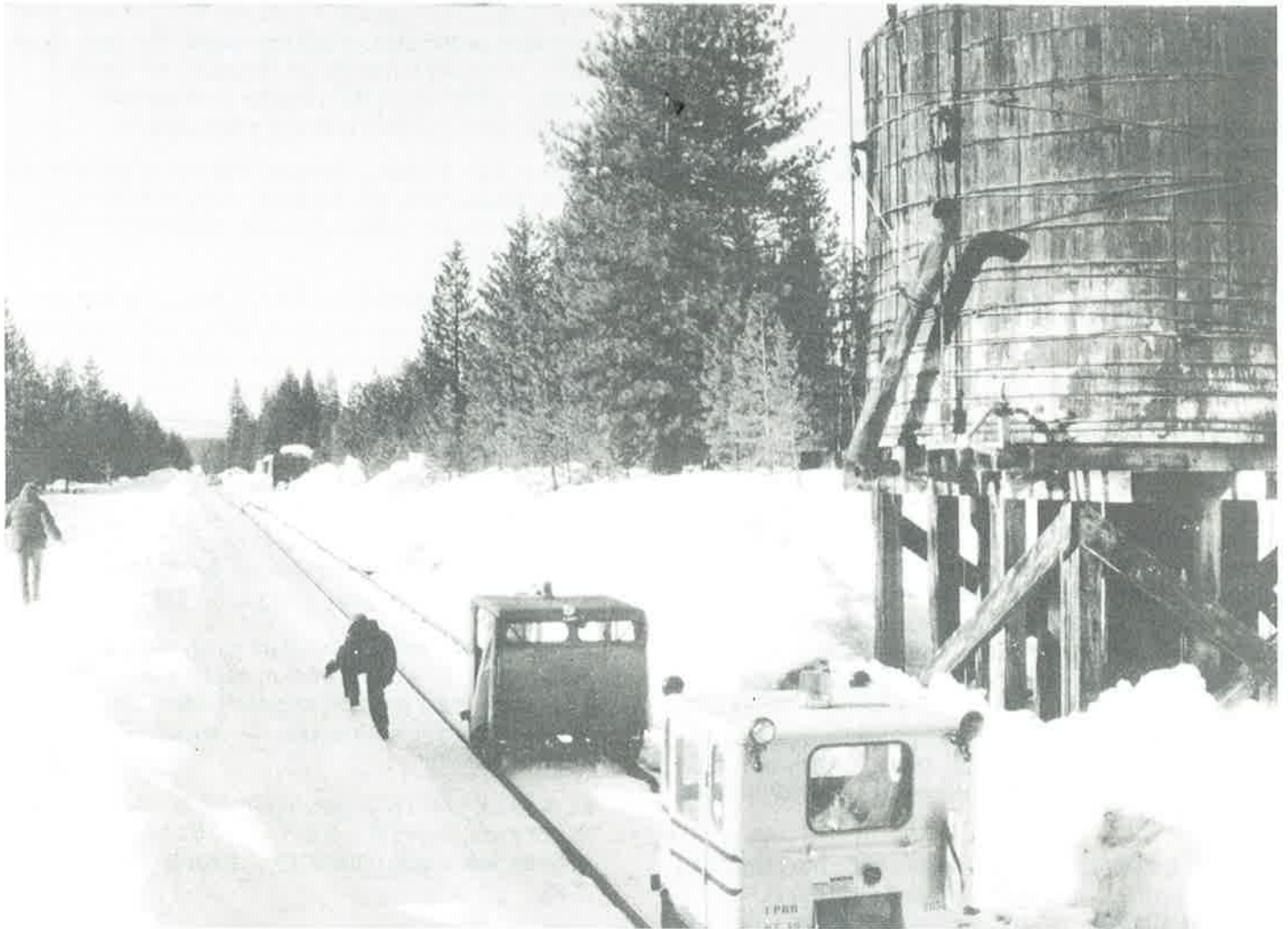
WANTED: Crankshaft for Fairmont RO engine (Part # A-1025) with or without bearings. Must be new. Will buy or have a new QB engine crankshaft (part # A-1047) for trade. Contact: Fred Lienhard, 895 Daniel Drive, Reno, NV 89509. Phone: (702) 323-0928.

DESPERATE: Need manual (or copy) for RARE Fairbanks-Morse Model 40-B motorcar with friction drive and two cylinder opposed engine. Hollis Button, 1025 West Parr Avenue, Campbell, CA 95008. Phone: (408) 378-0436.

FOR SALE: MT19/14 cars in running condition. Also lots of parts. Send S.A.S.E. to Tom Shelnett, 344 Bradley, Woodburn, OR 97071. Phone: (503) 981-3722.

FOR SALE: Ex-Canadian Pacific Fairmont CR7 with full fiberglass cab, \$1,350.00; ex-Southern Fairmont M19 with Southern front and roof, \$750.00; ex-Canadian National Fairmont Onan-powered MT19 and MT14, full fiberglass cab motorcars, recently retired, \$1,350-\$1,700, depending on condition; ex-Canadian Pacific Woodings motorcars with full fiberglass cabs and doors, recently retired, \$2,100; Fairmont ROC engine, \$300; starting cranks for Fairmont M19s, \$50.00-\$75.00, used to new condition; C5 carbs rebuilt, \$150.00; new single roller drive chains for Fairmont MT19 and MT14 motorcars (specify which motorcar), \$34.00; misc. single-cylinder and MT motorcar parts. Please write with your wants and needs: Mike Billet, 1010 Felton Road, Red Lion, PA 17356. Phone (717) 244-0332 after 8 p.m. EST.

ANDERSON STEEL FLANGE RAILROAD EQUIPMENT COMPANY specializes in rolling railroad stock, Fairmont motorcars, and maintenance-of-way equipment. We have boxcars, signal indicators, collectibles, miscellaneous full-scale equipment, T-shirts, etc. Our inventory changes frequently; call (515) 472-2020 for the latest information. Located on the Burlington Northern main line in southeast Iowa at 700 West Grimes Avenue, Fairfield, IA 52556.



Last winter's snows didn't deter these motorcar owners on a run just west of Bartle, Nevada.

Photo submitted by Hank Brown

THE SETOFF

Box 82, Greendell, NJ 07839



FIRST CLASS

*
DICK RAY



POSTMASTER: IF UNDELIVERABLE, PLEASE RETURN TO SENDER.