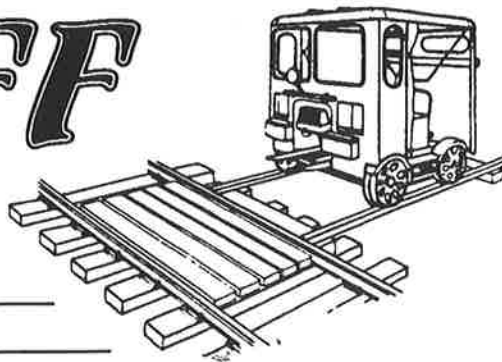


THE SETOFF

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

Summer 1993



Firecracker 300 participants Phil Childress and Bruce Frye pass through Elliston, Indiana. At one time, three railroads crossed at Elliston (New York Central, Illinois Central, and Monon). Soon only one (Indiana, ex-IC) will remain. See story of this year's Firecracker 300 on page 6.

Photo by Barbara Frye

Letters to the Editor

To the Editor:

A letter to the editor in the Spring 1993 *SETOFF* voiced an objection by the authors to motorcar speeds at meets. The authors stated that "constant speeds above 20 or 25 m.p.h. are unsafe for the conditions" of many railroads.

Rail safety is paramount to safe operation and should be the concern of all. However, it would not be fair or accurate to suggest that higher speed automatically means lower safety. The safe speed of a motorcar should be dictated by several factors such as the condition of the track, ambient conditions, operator experience, and the motorcar itself. A July meet in Indiana provided at least 50 miles of welded rail which allows for higher speeds than stick rail.

Those operators that have moral objections to speeds over 25 m.p.h. (conditions permitting), or whose rail car is incapable by design of speeds over 25 m.p.h., should simply volunteer to be at the end of the line. Operators who are intimidated by someone behind them should simply set off at a grade crossing and let them pass. A little courtesy between the hare and the turtle would still get everyone at their own pace to the finish line.

Peter J. Loscalzo
Cherry Hill, NJ

To the Editor:

Regarding Hugh Cain's article, "Paint Problems" in the Summer 1992 issue of *THE SETOFF*, I am using a paint called "OSHA Yellow" a permatile polyurethane enamel, that I got at the Buten paint store in Wilmington. This is an industrial paint, but it is a stock color and seems to be the proper color for rail cars (and other M.O.W. equipment). I am using it on my hand pump car but, at \$38 per gallon, it is not cheap. But it is really nice paint.

Harry Riblett
Wilmington, DE

**DEADLINE FOR SUBMISSIONS
FOR THE FALL ISSUE OF THE
SETOFF IS OCTOBER 15TH**

MAINTENANCE OF WAY SOCIETY BEING FORMED

A North American RR Maintenance of Way Society is being formed for people who are interested in the lifestyle of those who built and maintained the railroads. This includes the tools and equipment used, the types of materials used, the evolution of this equipment and the factories which made it, the methods and equipment used to manufacture or construct said equipment, and all related aspects of building and maintaining railroads. We also wish to assemble a collection of plans, etc., so that such equipment can be duplicated in the future.

If you are interested, please write to Walt Hayward, P.O. Box 420012, Kanarrville, UT 84742.

RAILS TO TRAILS?

There is now a going organization which is attempting to preserve the rails we like to ride on rather than have them turned into trails for others to walk on. If you are interested in more information, contact Walt Hayward, CON: The RAILS Institute, P.O. Box 420012, Kanarrville, UT 84742.

SEND US YOUR PHOTOS FOR OUR 1994 CALENDAR

We are now receiving pictures for next year's NARCOA calendar. If you have an interesting photo that you would like to submit, send it to The Editor, 1004 N. Kentucky Street, Arlington, VA 22205. Be sure to tell us something about the picture so we can give it an appropriate caption.

We plan to give first consideration to those who did not submit photos last year.

Videos are available of the Crane Naval Base and Firecracker 300 meets in Indiana taped by Tom Pinnick. If you would like a copy, send \$6 and a blank VHS tape to Stan Conyer at 9333 State Road 46W, Columbus, IN 47201.

To NARCOA Members:

By David T. Rose
 Chairman, NARCOA Board of Directors

In the fall of 1988, Joel Williams asked eight NARCOA members to serve as Directors of NARCOA. These members were asked to serve because of their interest and active participation in the hobby, and because of the areas of the country in which they live.

Bylaws were drawn up so that NARCOA could become incorporated in early 1989. The bylaws state that the Board of Directors would serve a four-year term. Ground work for holding elections for the Board of Directors was not laid out in the bylaws.

The original Board members have been asked to serve for at least another year, until an election format can be put in place.

The original plan was to keep NARCOA a simple and easy-to-run organization. But with its growth in the last four to five years, this is no longer possible. NARCOA is also becoming recognized within the railroad industry. With these two factors alone, NARCOA must continue to grow and develop as a respected organization for both its members and for its continued acceptance within the railroad industry.

At this time, the Board of Directors is working on election procedures and the revision of the bylaws so that elections may be held. We will keep you informed of our progress.

For your information, the following comprise NARCOA's Board of Directors:

David T. Rose, Chairman
 202 Center Street
 Elmer, NJ 08318 (609) 358-3409

Stanley Conyer, Vice Chairman
 9333 W. State Road, #46
 Columbus, IN 47208 (812) 342-0565

Joel Williams, Secretary-Treasurer
 Box 82
 Greendell, NJ 07839 (908) 852-6294

Kenneth Kurdt
 RD1, Caroline Drive
 Wappinger Falls, NY 12590 (914) 831-1170

Mike Woodburn
 16495 Marvindale Street
 Minerva, OH 44657 (216) 868-3023

Van Workman
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Brett Tallman
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 Costa Mesa, CA 92626 (714) 546-4131

Paul Yorkis
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THE SETOFF

Volume 7 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.

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, to Hank Brown, 622 Oak Street, Cottage Grove, WI 53527, or, if time is short, directly to the Editor.

September 18: First annual Bellefonte Historical Railroad track car meet. From Bellefonte to Vail to Mill Hall and return on Saturday, Sunday round trip from Bellefonte to Lemont, 120 miles approx. For registration packed, call or write Barry Wunz, 315 Irish Hollow Rd., Bellefonte, PA 16823, phone (814) 353-0438.

September 18: Fall motorcar meet at the Southern Michigan Railroad. From Clinton, MI, along the scenic Raisin River Valley to Raisin Center, and back, 23 miles round trip. Two runs will be made. Cost is \$30 per car for non-SMRS members, \$20 per car for SMRS members. A.A.R.O. insurance required. For more information, call Eric Schwandt (517) 451-2175 evenings.

September 25 - 26: The Cuyahoga Valley Line hosts a work/run meet. Work will consist of litter cleanup, brush cutting, and light track maintenance. This line runs through the scenic Cuyahoga Valley National Recreational Area, near a historic canal and other sights in the Cleveland and Akron areas. Set on from 7 a.m., departure at 9 a.m. Cost is \$10 per car. For information and a registration form, send SSAE to R.R. Hixenbaugh, P.O. Box 141, Cuyahoga Falls, OH 44221-0141. Phone (216) 923-0298.

October 16: Enjoy the fall scenery in north central Pennsylvania. Ride the Wellsboro and Corning Railroad at the height of the autumn colors. From Wellsboro, PA, to Gang Mills, NY, 78 miles round trip. Partial welded rail due to line relocation. Former New York Central track-age. Cost is \$30 per car. SSAE to Larry Maynard, RR1 Box 351, New Columbia, PA 17856. Phone (717) 538-9050, Fax (717) 538-9184. Send early for motel list. Rooms will go very fast in the area due to leaf watchers. Advance registration required due to set on location. A.A.R.O. insurance required.

October ??: First ever! NARCOA and the Green Mountain Railroad invites A.A.R.O.-

insured motorcar owners to ride their line from Rutland to North Bennington, VT; tentative 130 miles. No firm date set, October is a possibility. Trip approved by the railroad and Vermont D.O.T. Absolutely must have insurance; have card in your wallet. For info., contact Richard Wilhelm, P.O. Box 209, Bearsville, NY 12409, phone (914) 679-2870.

November 6 - 7: Attend the fifth annual Handcar/Steamcar Meet on the Wilmington & Western RR. No conventionally powered cars permitted. Test your strength, fortitude and mettle! Send SSAE to Gene Tucker, 1004 North Kentucky Street, Arlington, VA 22205.

November 13 - 14: "Don't put it away yet trip!" on the Western Maryland Scenic, Cumberland, Maryland. Send SSAE for information to: David Rose, 202 Center Street, Elmer, NJ 08318.

IOWA INTERSTATE RAILROAD and THE FIRST IOWA DIVISION of NARCOA will co-sponsor a benefit ride on the main line of the Iowa Interstate Railroad from Altoona, IA, to Grinnell, IA (50 miles of main line track) on September 26. The cost of this ride is \$30 per car. All the money will be donated to the Boone & Scenic Valley Railroad to reconstruct this fine museum railroad which has suffered flood damage during the recent rains. Contact Dave Pratt, 410 S. Walnut, Colfax, IA 50054, phone (515) 674-3803. A.A.R.O. insurance required.

The FIRST IOWA DIVISION of NARCOA will sponsor the following meets:

October 16: Burlington Ammunition Plant. Contact Tom Sharratt, 4023 Shawnee Ave., Des Moines, IA 50310. A.A.R.O. insurance required.

October 17: Appanoose County Railroad. Contact Tom Sharratt, 4023 Shawnee Ave., Des Moines, IA 50310. A.A.R.O. insurance required.

HOOSIER RAILCARS sponsors the following meets. For information and registration, send SSAE to Stan and Ruth Conyer, Hoosier Railcars, 9333 State Road 46W, Columbus, IN 47201, phone (812) 342-0565.

September 18: Towpath Express. Ride 44 miles round trip on the Whitewater Valley RR. Set on south of Connersville, IN, at 8:30 a.m., departure at 9:45, plus night ride. Cost is \$10 per adult, \$5 per child.

Meets

(Continued from previous page)

October 9 (New Date): Indiana Railway Museum, French Lick, IN; 34 miles round trip. Set on at 8 a.m., depart at 9 a.m. Cost is \$10 per car. A.A.R.O. insurance required.

October 10 (New Date): Crane Naval Base southwest of Bloomington, IN, US 231-IN 558. Set on at 8 a.m., depart at 9 a.m. for this 33-mile loop track ride. Cost is \$10 per car.

The MISSISSIPPI VALLEY DIVISION of NARCOA sponsors the following events.

October ??: Bloomer Line. Arrangements and date uncertain at press time. Send SSAE to

Mike Mitzel, Box 79, 230 N. Cedar, Waterman, IL 60556. A.A.R.O. insurance required.

November ??: Kankakee, Beaverville & Southern. Arrangements and date uncertain at press time. Send SSAE to Mike Mitzel, Box 79, 230 N. Cedar, Waterman, IL 60556. A.A.R.O. insurance required.

MOTORCAR OPERATORS WEST (M.O.W.) sponsors the following meets. M.O.W. may be contacted at Motorcar Operators West, 8672 Fairmont Way, Fair Oaks, CA 95628.

October 16 - 17: Port of Tillamook Fall Color Meet. Cost is \$130 per car, no trailers please. A.A.R.O. insurance is required. Contact Bob Church, 11508 Green Road, Wilton, CA 95693.

ALGOMA CENTRAL RAILWAY TO GO OUT OF BUSINESS

By Hank Brown

Mention the Algoma Central Railway and literally thousands of people conjure up a vision of high bridges, beautiful lakes, huge rock cuts, sharp curves and great track. All these visions will be but memories for the over 200 NARCOA members and their families and friends on January 1, 1994. That is the date the ACR will go out of business.

Due to rising costs and decreased revenues, the ACR management has decided to cease operations at the end of the year. The Wisconsin

Central LTD is interested in buying the ACR but the details of the sale have to be worked out.

So what does this mean to NARCOA members? Everything!!!

For the past four years, Mike Paul and I have led motorcar rides on this incredible railroad. Our relationship with the Wisconsin Central is in the negotiation stage and it doesn't look good for the future.

I hope that over the winter I can work with the new management to offer rides to our members on this great railroad.

1994 TRIP PLANNED FOR THE CANADIAN NATIONAL RWY.

Wilderness Tours is arranging a ride on the Canadian National Railway from The Pas to Churchill from July 3 to July 10, 1994. The trip is 590 miles each way. CN will be running 160- to 170-car grain trains to the huge grain facility at Churchill.

The cost of this trip has not been established because of the numerous details still to be worked out. However, it should be under \$500 per car. This will include everything but accommodations, meals, gas, and miscellaneous items.

The trip will include a reception in The Pas and possibly a welcome dinner, a reception in Thompson, a tour of the Tundra around

Churchill, a ride up the Churchill River to where the beluga whales play and, of course, the possibility of seeing polar bears.

This trip will include camping in the wilderness of northern Manitoba for two nights each way.

There will be a 15-car maximum limit, and A.A.R.O. insurance and NARCOA membership are required.

A tentative head count has been requested by the railroad. If you're interested, contact Hank Brown, 622 Oak Street, Cottage Grove, WI 53527.

ALMOST 60 CARS ATTEND FIRECRACKER 300 HELD ON INDIANA SOUTHERN RR OVER FOURTH OF JULY

On the weekend of July 4th and 5th, Hoosier Railcars hosted its largest and longest motorcar meet to date. Almost 60 cars from as far away as Florida, New Jersey, and Colorado came to the small Indiana town of Washington to ride the 312 miles (round trip) of the Indiana Southern Railroad between Indianapolis and Evansville. Washington is near the halfway point and, after inspection and registration, a banquet rounded out Saturday night.

On Sunday, the cars were split into two groups and the northbound group set out for Indianapolis. The first 20 miles were on a portion of the line which had been abandoned earlier this spring. The railroad will continue to operate a parallel line and after the meet, began to take up the track for use elsewhere in the system. The weeds have grown very well on this stretch of track and it was slow going with several downed trees which had to be cleared.

After a brief stop at Worthington, group A had clear track along the White River to Spencer. Another break preceded the trip through town

along the north side of the town square. Spencer was the site of a railfan trip by NKP steam locomotive #587 in August and our club was involved in that event. North of Spencer, the line hugs a ridge along the river and crossed CSX (ex-Monon) north of Gosport.

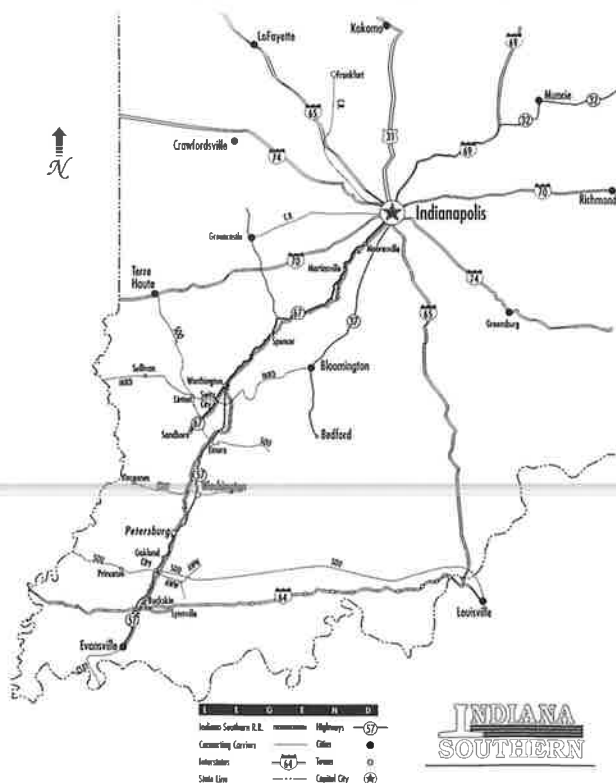
The trip proceeded through Martinsville, Moorsville, and on to Indy. After refueling and turning, we returned to Moorsville for supper. The trip back went faster, but we returned to our set-on point of Elnora by 11 p.m. No one complained about the last three hours of night running; the sight of 30 headlights rounding a wide horseshoe curve was spectacular.

Meanwhile, group B traveled to Evansville. After crossing the CSX (ex-B&O) west of Washington, the cars followed a winding rail along the river and past two power plants to Petersburg and the home of Indiana Southern. The yard contains many coal cars and several recently painted Indiana Southern locomotives. (See February *TRAINS* magazine, page 23.) The rest of the trip south is on welded rail.

At Oakland City they crossed the Norfolk Southern (ex-Southern) diamond. At a highway crossing guarded by operating lights and gates, a motorist went around the gates and collided with the lead car which was moving slowly, blowing its horn and displaying two revolving lights on its top. The auto did not stop and John Sims, the motorcar operator, chased it on foot. The Oakland City Police finally caught the driver, an 80-year-old senile man, and filed a variety of charges backed up by several witnesses, including two Indiana State policemen. The lesson to be learned is that no matter how well a crossing is guarded, an accident can still happen.

As there were no injuries, the motorcar was set off and the group proceeded to Evansville. As the meet neared the city airport, the Goodyear Blimp lifted off. She was in town to cover the July 4th hydroplane races on the Ohio River. The group turned, refueled and had lunch before returning to their set on at Plainville by 7 p.m.

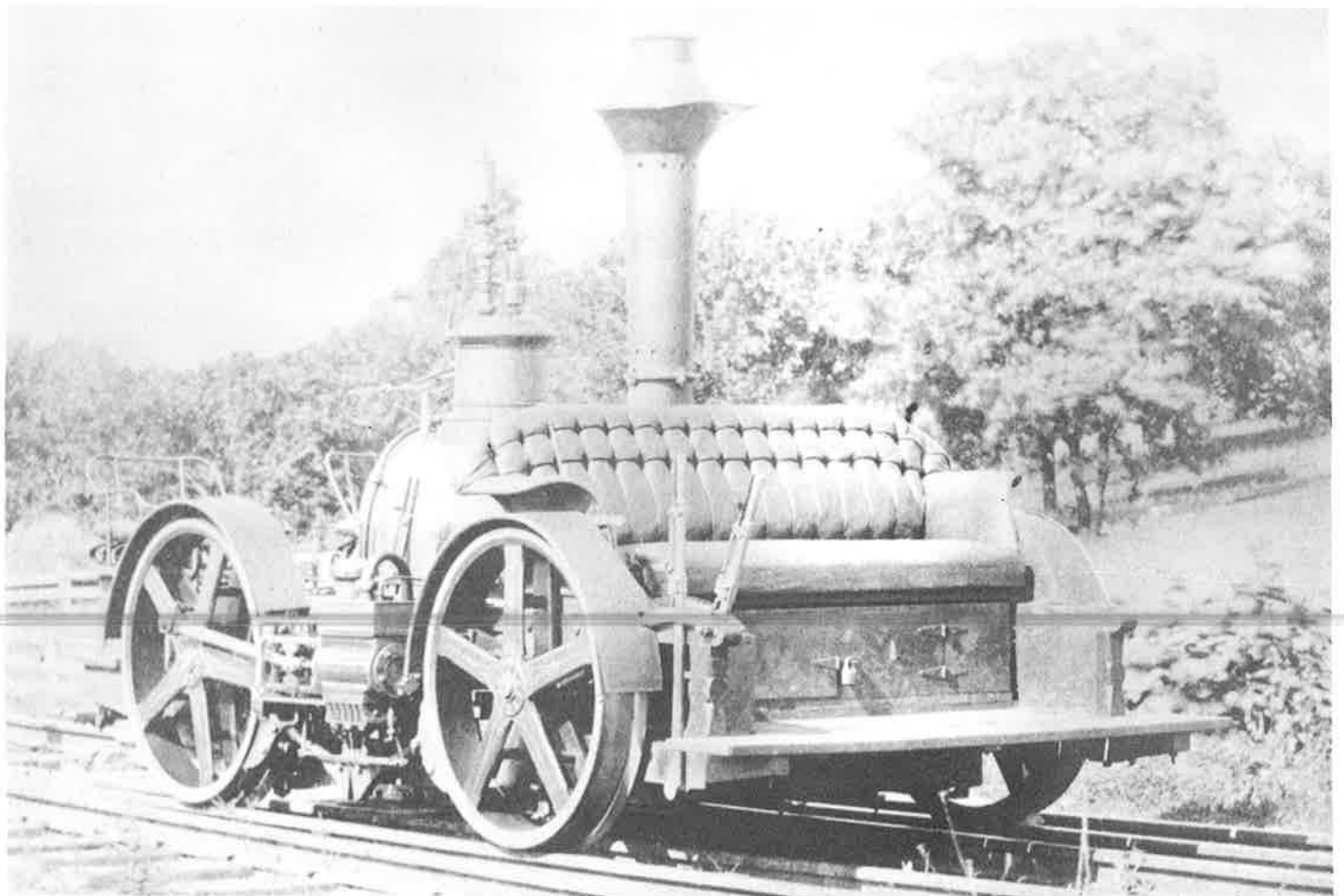
Although the meet was marred by the grade crossing accident which was in no way the fault of the motorcar operator, a good time was had by all. The following day, the two groups switched destinations without further incident. The weather was hot but there was no rain. Hoosier Railcars hopes to continue to have a good working relationship with Indiana Southern RR and possibly host more meets on their line.

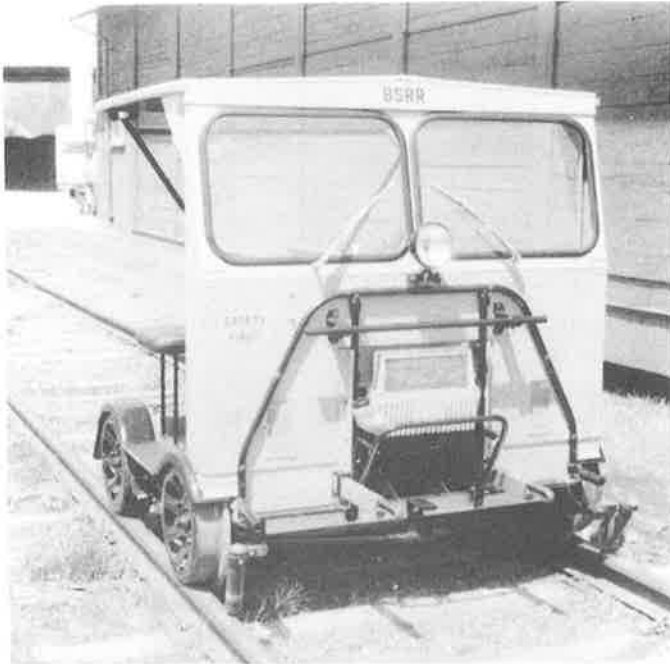




NOSTALGIA

Photos submitted
by Walter Matuch

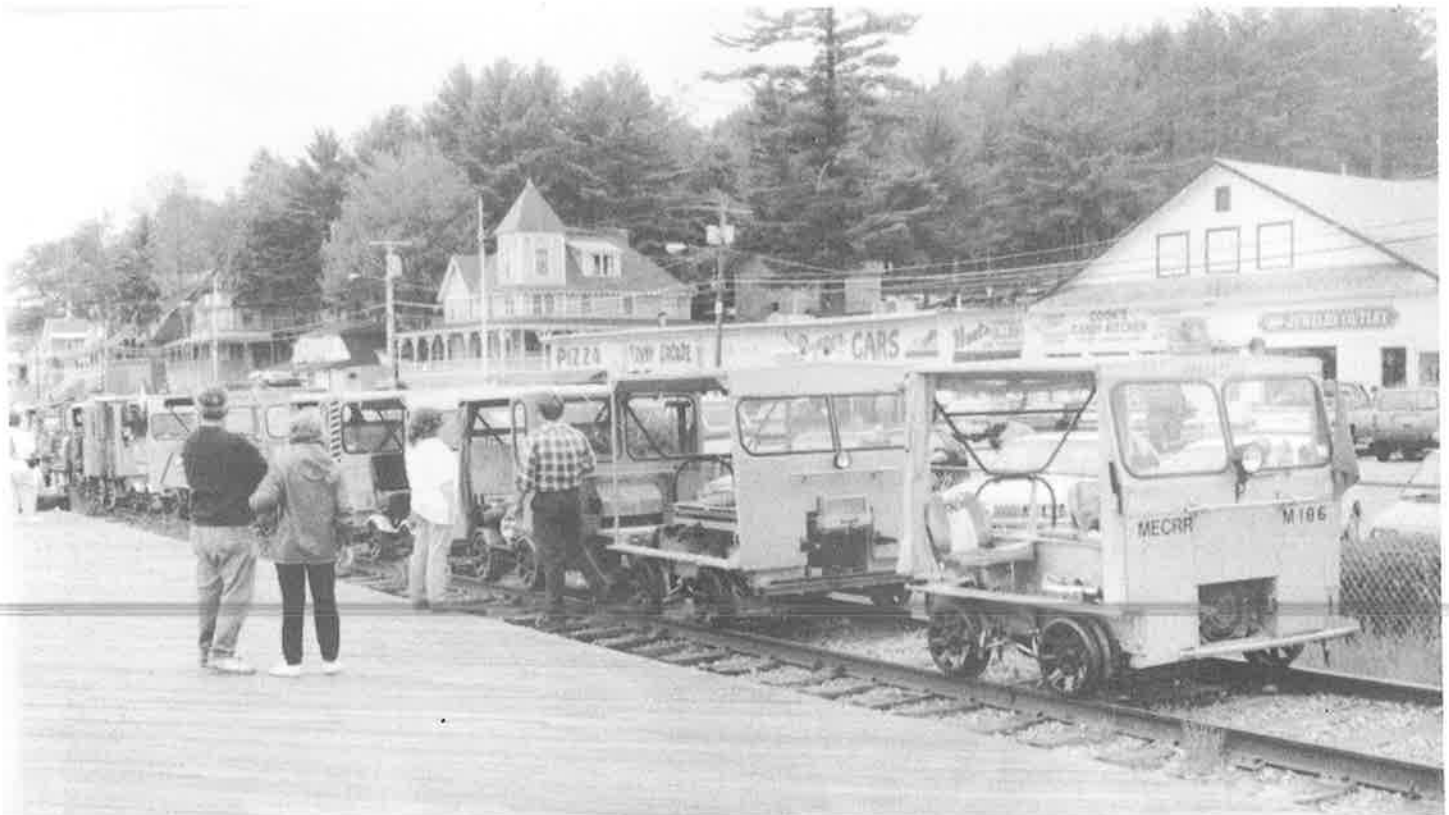




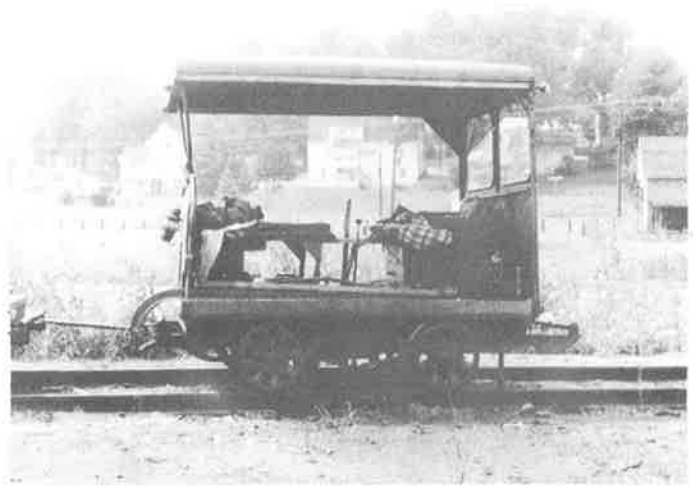
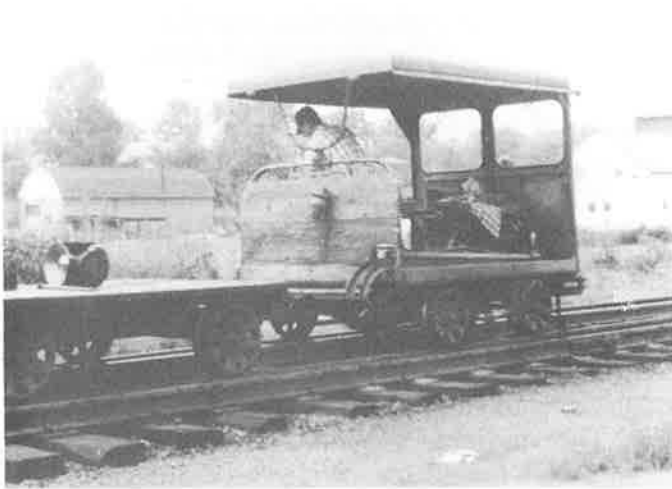
Above, Dirk Ras of North Branford, CT, shows off his Branford Steam Railroad M19 #179763 (ex-ATSF) at the Tobacco Valley Flywheelers Gas Engine Club show in Essex, CT, May 2, 1993.



Winter's just around the corner! Hank Brown submitted this photo taken last winter of Nancy Van Loo standing next to her MT14 in a deep snow drift. Looks like fun!



Dirk Ras took this photo of the motorcar lineup in June 1993 at Wiers Beach, NH, at the Fifth Annual Track Car Meet at the Hobo RR.



Jeff Levengood of Sugarcreek, OH, submitted the photos on this page taken in Baltic, OH, in August 1967. Shown above from two different angles is an N&W A-3 track car. Jeff's father, Kenneth Levengood, who was the section foreman, is in the photo at left. Shown below is an N&W A-5 on the same line.



MY SECOND RIDE ON THE GAINESVILLE MIDLAND-- AFTER THIRTY-FIVE YEARS

By Hugh Cain

I was about to start on my second motorcar ride on the Gainesville Midland Railroad. My first motorcar rides were in the late 1950s, before the Midland ended steam operations. I was invited by the section gang to ride with them in the Gainesville yards while they made various track repairs. This second ride on the Midland was after an invitation by Jack Whitt to ride the entire line on June 19, 1993.

Jack coordinated the event, which was sponsored by CSX Transportation, one of several events lately that had been ridden over their tracks.

Saturday morning dawned with a group of motorcar enthusiasts milling about smartly at the CSX Athens, Georgia, depot waiting for the arrival of our host.

A train had "outlawed" on the Midland the night before. This necessitated our hauling the motorcars up the main line to find a suitable street crossing to effect our set ons.

Release forms and a preliminary safety briefing had been conducted while we were at the

depot. Now our host called us together for additional information on the railroad before our departure.

In the first few miles, at least three motorcars encountered some mechanical difficulties. We had allowed for the customary five-minute rule, and eventually one car wound up being towed.

Stoneham, Redstone, then Arcade, the trip had really gotten going by now. All we had to contend with now were the numerous road crossings and the almost as frequent rail lubricators. Our motorcar slipped and slid after we passed each lubricator. Well, the temperature in the mid-90s and typical Georgia summer weather, I guess we should have slipped some.

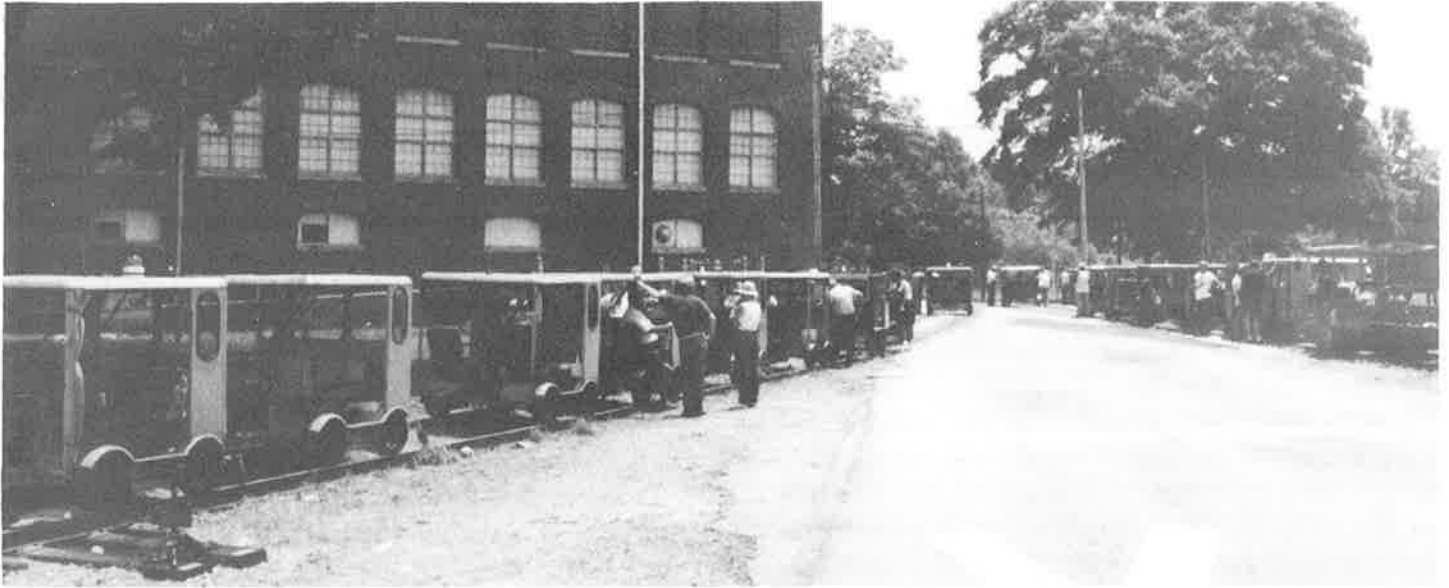
Finally, Jefferson, Georgia. The sole surviving section car house on the railroad got a quick glance as we passed by. A motorcar was inside. If we had stopped, I could have seen what type of motorcar. By seeing a car here, this meant CSX had stationed two motorcars on the Midland.

Next stop was at Pendergrass. We stopped alongside the depot, now a "civic center." No restrooms were available, so we moved on up the line a mile or so to a convenience store and "raided" their soft drink coolers and ice cream chest, and others found the facilities they required.

(Continued on next page)



Lineup of cars at rest stop in Pendergrass, GA, June 19, 1993.



Above, motorcars await the return trip to Athens from Gainesville, GA.

(Continued from previous page)
Rest stop completed, we loaded up on our cars again and motored off. Near Talmo is where Will Simmons' ailing S-2 was hooked to Tom Johnson's A-3 for a tow to Gainesville.

Belmont, in earlier days, was the site of a division point, station, coal facility and water tank. Today very little remains to tell the story of years ago. What we did find was another rail lubricator. More slipping and sliding.

Klondike, Candler, then the yard limit for Gainesville. The approach signal guarding the Norfolk Southern/CSX diamond notified us we had to stop. We had no clearance across for the remaining two miles of the trip.

Instead, a picnic lunch was held under the oak trees at what had been Gainesville mill, a large cotton weaving plant and important shipper, once, on the Midland.

While some of our group enjoyed lunch in the shade, others worked on ailments on their motorcars.

An hour was allotted for lunch and repairs. Cars began to be turned around for the return trip. A clearance call was made to Athens, and off we went, retracing our previous trip.

A short stop was made above Jefferson for a soft drink break. Then a photo stop in Jefferson by the displayed steam locomotive from the Midland. After the photo stop, off to Athens.

Seventy-two miles of good memories. Only

Below, Will Simmons takes time during a lunch break at Gainesville to repair his S-2.

Photos by Hugh Cain



wish H. Reid could have been there. I know he would have enjoyed the ride.

Thanks to Jack Whitt and our CSX "host" for obtaining permission for this trip, and to CSX for allowing us to ride on "The Midland."

Where to next, Jack?

A WEEK TO REMEMBER

By Warene Anderson

When my husband, Charlie, and I saw the list of railroad motorcar meets available for the spring and summer of 1993, we couldn't believe the number of choices--they all sounded great! It would be difficult to decide amongst them, but when we discovered that two of them were to take place on the same weekend, May 8th and 9th, near each other, and both were in areas where we had always wanted to go, we immediately made our choices. One of these was to be on the Iowa Interstate RR, from Altoona to Pella, for the Tulip Festival, the other on the Boone and Scenic Valley RR. Soon after, we learned that on the following weekend, May 15th, there would be a run on the Southeast Kansas RR from Pittsburg to Nevada, MO. We decided to make a week of it.

As we headed north for our first motorcar meet of the spring season, skies were cloudy and our car radio warned of thunderstorms. As we entered southeast Iowa, we began to see flooded fields and signs warned that roads into Keokuk were closed because of high water. Nevertheless, we chose to be optimistic about the weather as we drove into Altoona, where we were to meet fellow railroad enthusiasts for our ride on the Iowa Interstate RR, which was to be a first for our group.

We were up early on Saturday morning, for we knew that we must be on the track by 7 a.m. It was still dark out and we saw lightning flashing from distant clouds. Nevertheless, after we arrived at the place where we were to set on the tracks in Altoona, we were relieved to see the day dawning clear and fair.

David Pratt and Carl Schneider, of the 1st Iowa Division, who had been planning this meet for over two years, greeted us as we joined 32 other motorcars lined up for the 36-mile trip to Pella. Carl and David had planned well. The day was tightly scheduled. They had arranged for local law enforcement officers to meet us at every major crossing along the way to wave us through without delay.

The track was good and the countryside green and beautiful as we rolled along, although most fields lay unplanted because of wet conditions. Red-winged blackbirds sang from fence posts. Spring flowers were blooming along the

right-of-way. In every small town along the way, we were greeted by crowds of interested people who reminisced about the days when motorcars had been used regularly, as work vehicles by section crews.

When we arrived in Pella, right on schedule, we joined throngs of visitors who were there for the Tulip Festival--and tulips there were, hundreds of them. Huge beds of them filled the public parks and lined the streets. Their vibrant colors dazzled the eyes--in every color you could imagine.

Townpeople of every age, from babies to old folks, were in Dutch costumes, complete with Klompen (wooden shoes) preparing for the street-scrubbing, dancing and parade, which were soon to follow.

Dutch foods sent out tantalizing aromas from churches and booths along the streets. Dutch windmills turned in the strong breezes. This once-a-year event proved to be all that we had imagined. The three hours that we were in Pella went by all too quickly, but everyone in our group was back on the motorcars at the scheduled time, ready for the trip back to Altoona.

Waiting for us at each busy crossing were the law officers to wave us through. We arrived back in Altoona exactly on time. It had been a wonderful day, beautifully planned by David and Carl, who had taken care of everything down to the last detail. The weather they had ordered for us could not have been more beautiful. We are grateful to them for all their efforts and to Fred Yocum, President of the Iowa Interstate RR, for permission to ride on their rails.

The next morning, May 9, we headed northwest to Boone, IA, for our run on the Boone and Scenic RR. We had heard about the marvelous scenery on this line from people who had ridden it in the past, and we were eager to ride it ourselves. Although skies were gray, this did not dampen our enthusiasm as we rushed to get our motorcar ready to set on the tracks (we barely made it on time since we had forgotten our camera and had had to return to Altoona to get it).

This trip, while only 11 miles long, proved to be one of the most beautiful we had ever experienced. The views from the two high trestles were magnificent. As we rode through the woods, the banks on each side of the right-of-way were thick with purple violets, spring beauties, and sweet williams. Goldfinches and other birds

flitted among the trees. A wild good could be glimpsed on her nest beside the Des Moines River. A beaver family had been busy felling trees along a little stream near the tracks. Clouds of blooms on wild plum trees grew along the fence rows.

We made this trip three times and thoroughly enjoyed each one. We are indebted to the Boone and Scenic Valley RR organization for permission to ride their beautiful line. Truly, this had been a weekend to remember! A short rain shower had not bothered us at all.

The next few days we spent leisurely sightseeing and visiting relatives as we traveled across Iowa and Missouri to Pittsburg, KS, where we were to enjoy a trip on the Southeast Kansas RR.

Early Saturday morning, as we arrived at the crossing where we were to set on for the day's run, we were greeted by genial Jean O'Dell, president of the Heart of the Heartland Division and his fellow members, who had arranged this meet. We knew that it would be a good event, for we had been fortunate enough to attend several others in the past which were planned by Jean and his friends, who were all so friendly and helpful. Seventeen motorcars and their owners joined us for this trip from Pittsburg, KS, to Nassau Junction, near Nevada, MO, which was to be a 36-mile run.

It was a beautiful sunny day. Conditions in eastern Kansas and western Missouri did not seem to be as wet as in Iowa. Farmers were working in their fields as we putt-putted along on the tracks. Killdeer flew up in alarm as we passed near their nests on the roadbed. We saw quite a few kinds of wildflowers growing beside the tracks and, as we passed through the cool woods, wildflowers were everywhere.

When we stopped in the tiny town of Liberal, MO, we saw a yellow and black swallowtail butterfly drinking from a puddle of water near the tracks. Soon, we began to see fields of prairie

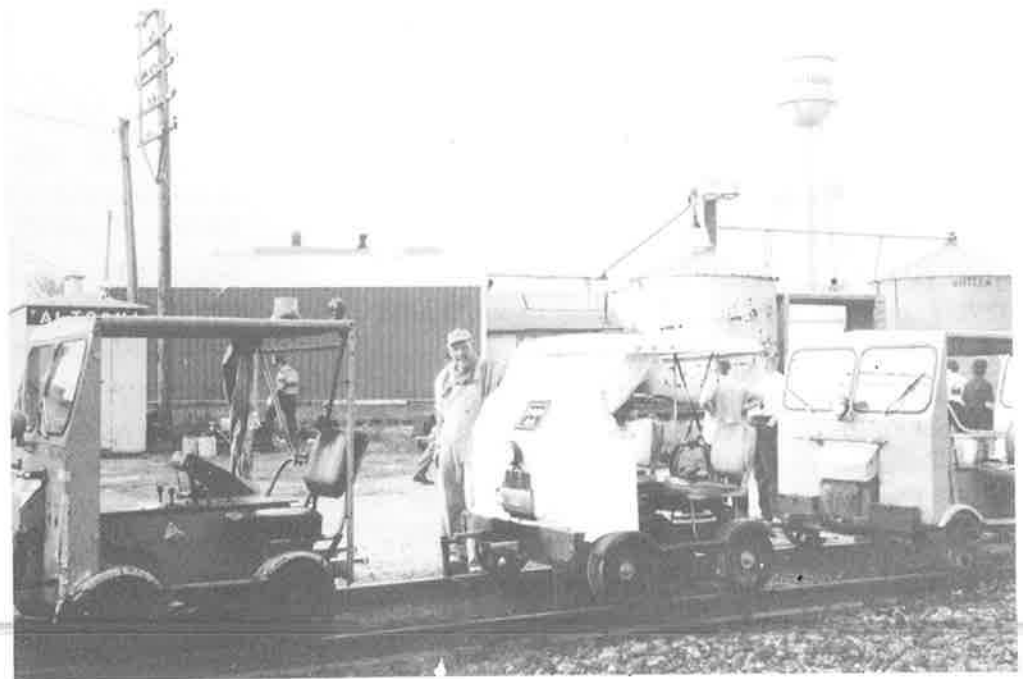
flowers flaming with the brilliant red of indian paintbrush, interspersed with shooting stars, sweet williams, western indigo and wild hyacinth. It was a sight never to be forgotten.

All of the motorcars performed well, with a minimum of difficulty, although our little 1940 Fairmont M19 sputtered occasionally and had to be coaxed a bit before it took off again--not too bad, though, for a 53-year-old vehicle.

We arrived back in Pittsburg on schedule. Jean O'Dell and his friends efficiently supervised the set off of the cars from the tracks. We said good bye to our motorcar friends and headed back toward St. Louis.

We appreciate the efforts of Jean O'Dell and the other Heart of Heartland Division members who had made this a memorable day. In addition, we are grateful to President Dick Webb of the Southeast Kansas RR who gave permission to use their tracks.

We had thoroughly enjoyed our two weekends on the tracks and in all, had ridden our little speeder a total of 210 miles, and only a few drops of rain had fallen on us. How lucky could we get!



On the track at Altoona, IA, getting ready for the trip to Pella, IA, on May 8, 1993. From left, John and Katie Bailey's car, Charlie Anderson next to the Anderson's M19, and Don Mayo's car.

Photo by Warene Anderson

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: Wheel thickness gauges, similar to Fairmont calipers but lightweight aluminum. Color-coded scale indicates maximum and minimum wheel and flange thicknesses. Every motorcar owner needs at least one! \$10 each plus \$1.50 shipping. Contact Craig Bluschke, 10916 Spring Creek Road, Blue Mounds, WI 53517-9633. Phone (608) 437-4419 evenings.

FOR SALE: Motorola PT500 two-way radios, 8-channel, 5-watt. Excellent condition, new batteries, \$250 for the pair. Contact Tom Kowalski, 689 Podunk Road, East Brookfield, MA 01515. Phone (508) 867-2188.

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

FOR SALE: 1983 Chevy Suburban with Fairmont 0307 rail gear. Auto, 350 V8, A/C, runs good. Some rust, but clean. Strobe lights, air horns, spotlight, two-way radio, \$4,200. Contact Jeff Ciccone, 1216 Pleasure Avenue, Ocean City, NJ 08226. Phone (609) 399-0047.

FOR SALE: 1984 GMC Step Van Track Inspection Truck. Auto, P/S, 350 V8 with Fairmont 0307 Hy-Rail gear, tool boxes on flat bed body, revolving light spotlight, two-way radio, \$3,200. Contact Jeff Ciccone (see ad above).

FOR SALE: Fairmont MT19 with Tomah cab; nice car in great shape, \$2,500. Fairmont MT14 with Tomah cab; good car, needs floor and glass, \$700. Contact Joseph Deverell, 347 4th Ave. N., Onalaska, WI 54650. Phone (608) 783-6850.

WANTED: Fairmont twin engine parts: 4" engine pulley, part #69572; condenser, part #6823; motor mount, part #69441K. Contact Bob Schuknecht, 512 N. Charles St., Saginaw, MI 48602-4037. Phone (517) 793-0685.

FOR SALE: Fairmont type C8 carburetor, half of 4" pipe coupling to make air canister for air horns. Contact Tom Wiprud, 257 Gauger St., Hutchinson, MN 55350. Phone (612) 587-4283.

FOR SALE: Fairmont Class S2-H section car (ex-NKP #1572), half restored and in primer. New features are as follows: brake system, steam condenser, air filter, rail sweeps, carburetor, fuel line, gas tank, exhaust system, weather-proof timer, information plates, windshield wipers, windshield wiper motors (6V), crank holders, drive belt, ammeter, light switch. Have all receipts from Fairmont and other businesses to verify. Have \$2,000 in restoration. Also have low body single axle trailer specifically built to haul motorcars valued at \$800. Will let it all go for \$2,500. Serious inquiries only! Contact Pat Lemons, 1796 Arrowhead Dr., Columbus, OH 43223. Phone (614) 871-1911 after 6 p.m.

FOR SALE: MT19-A2-14, ex-BN; M19-H1, ex-BC Rail; M9-D5, ex-ICG/GMO; M19AA, RKB conversion. R.O.C. engines, serviceable RR radios, many spares and goodies, new and used parts. Prefer package sale. Contact Kelley Morris, 11008 210th St., S.E., Snohomish, WA 98290. Phone (206) 668-1100.

FOR SALE: Fairmont MT19 motorcar, onan-powered. Ex-Milwaukee Road, built c. 1972. Runs good, has new fuel pump, fuel lines, etc. Needs paint and windows, \$950 or \$1,350 with new paint and windows F.O.B. central Wisconsin. Contact Scott Janz, 1490 2nd St. So., Rudolph, WI 54475. Phone (715) 435-3182.

FOR SALE: M9 cab top 44720, \$50. Contact Jeff Levengood, 436 Luzern St., Sugar creek, OH 44681. Phone (216) 852-4323.

WANTED: Exhaust elbow M33226A, safety rail 44246, brake lever 44291. Contact Jeff Levengood (see ad above).

WANTED: Fairbanks-Morse Model 28 or 30 or speeder parts. Finders fee. Hollis Button, 1025 W. Parr Ave., Campbell, CA 95008. All letters answered.

WANTED: 4 to 8 Fairmont demountable wheels, 20" x 5/16" with or without axle. Contact Roger M. Ward, P.O. Box 307, Atkins, IA 52206-0307. Phone (319) 446-7682.

FOR SALE/TRADE: Ex-NKP US&S "R" signal with short mast, \$275. RQ-C motor, \$350. B&O S-2-H car body with four extra wheels, \$325. S-2 lift handle, \$60. Contact Dave Verzi, 10059 Aldridge, Columbia Station, OH 44028. Phone (216) 236-3374.

FOR SALE: Former Bangor & Aroostook Fairmont M14-E. Excellent condition. Painted and logoed for the B&A. A turn-the-crank-and-go car. Located in New Hampshire. Also included is a strong, well-built snowmobile type trailer set up to haul this car. This outfit would be an excellent starter outfit for a new NARCOA member or someone wishing to enlarge a collection. Asking \$2,250. Contact Brian Dame, R.R. #1, Box 152, Monroe, NH 03771. Phone (603) 638-4932.

FOR SALE: Fairmont M19, recently overhauled and in excellent condition. New brakes, alternator starter, heavy-duty battery, windowed side curtains, new back drop curtain, muffler, tow bars, rubber-tired rear wheels, dual stop lights, air compressor and tank, dual air horns, air steam whistle, locked storage area under one of two passenger seats, \$4,500. Contact Glenn Speckman, 8036 Cheswick Drive, Indianapolis, IN 46219. Phone (317) 881-1796.

FOR SALE: Two Ford 4-cyl. (1600cc) 75HP engines. Retrofit Fairmont I.C. gang cars, one reconditioned, one running, \$100 each or \$150 for both. Contact Dave Beck, 6240 S. Keystone, Indianapolis, IN 46227. Phone (317) 784-9417 or (317) 773-0300.

FOR SALE: Ex-Missouri Pacific MT19. Entire car sandblasted, then primed/painted using DuPont. New fused 12-volt electrical system and recently rebuilt Onan CCKB engine, \$2,500 (negotiable). Photos available. Also, Chilton utility trailer, perfect for motorcar, \$500, or both for \$2,750. Contact Mike Paul, 1780 Maricopa Dr., Oshkosh, WI 54904. Phone (414) 231-4408 or leave message at (414) 426-1794.

FOR SALE: Fairmont ST2, cab, curtains, new paint, running, \$1,000. Contact Herb Heidt, P.O. Box 267, Wurtsboro, NY 12790. Phone (914) 888-4272.

NARCOA-WEAR now available!! Multi-color NARCOA t-shirts and sweatshirts in both adult/child sizes, caps, and now lightweight wind-breaker jackets are for sale. Fairmont, Kalamazoo, Buda, Northwestern, Sheffield, and related maintenance-of-way theme NARCOA-Wear available now, including safety items - ear plugs, NARCOA red flags, etc. For full flyer describing all items, please contact Walter M. Matuch, P.O. Box 742, Bayonne, NJ 07002, or look for the NARCOA-Wear Company Store at a

motorcar meet near you!!! Mail orders accepted.

FOR SALE: Binders for THE SETOFF now available!!! Specially screen-printed durable binders to file all those issues of THE SETOFF. Mail orders accepted. Contact Walter M. Matuch (see ad above).

FOR SALE: Motor Car Meet Videos now available!!! A limited selection of NARCOA and other motorcar meets are now available on home video. Tapes run 60 minutes to nearly 2 hours and feature all/most cars on each meet, runbys, and other cinematic surprises. Tapes are edited and include narration of trip highlights, meets with railroad trains, etc. For complete listing of available tapes, send SSAE to Walter Matuch, P.O. Box 742, Bayonne, NJ 07002.

FOR SALE: Milwaukee Road 1946 Cadillac limousine with flanged wheels. Comes complete with many extra parts and authentic paperwork, and is offered to serious parties for \$11,000/firm. Contact Anderson Steel Railroad Equipment Company, Attn: David J. Thebodo, P.O. Box 2019, 700 West Grimes, Fairfield, IA 52556. Phone (515) 472-2020.

FOR SALE: Rare Montana Rail Link (via BN) MT19As with custom cabs and heaters, and Milwaukee Road tomha cab MT19As. All in very good condition with manual. Also, KCS S2 with manual, ATSF MT19As and A3s, plus as many CP and CN MT 19s, 14s as you could possibly want, and four M9s and M19s, to boot. Contact Anderson Steel Flange Railroad Equipment Company. (See ad above).

FOR SALE: At last! A high quality Speeder Tee Shirt to call your own. An ATSF MT19A (yellow) in logo stating the truth: "Real Railfans Ride Railcars." Printed on both sides, only \$12.00. Yes, even for you XXL-sized beer drinking individuals from Milwaukee and elsewhere. Contact Anderson Steel Flange Railroad Equipment Company. (See ad above.)

FOR SALE: Real rolling stock from A.S.F.R.R. Equipment: Harriman ex-UP "Irvington Flyer" coach car, only \$6,500/OBO, ex-CNW wooden baggage \$4,500, ex-CB&Q baggage \$4,500. Also several cabooses (CNW, ATSF, SOO, MW and others). We also have boxcars (\$1,200 and up), flats, and gons. We invite serious inquiries. Contact Anderson Steel Flange Railroad Equipment Company. (See ad above.)

FORT EUSTIS, REVISITED

By Hugh Cain

Motorcar operators were invited back to the annual Superday event at Fort Eustis, VA. We enjoyed a good time last year and after that meet were told we would be invited to the 1993 event.

The event this year was held in a day-long rain, something that was badly needed in Virginia. So we didn't complain too much; at least we wouldn't "cook" like we did last year.

Opening ceremonies behind us and two participants lost in the traffic left me and the MT19 to "hold down the fort" until Mike Patrick and Jeff Ciccone found a way to the exhibit site.

Mike brought his Fairmont A-32, which is under restoration, and Jeff drove down in a Hy-Rail truck. Our displays drew small groups of people, most of the curious being Army reservists. Two even did valuable switch tender duty for us during our ride.

Our run began at the Post diesel shop with my MT19 leading Jeff's hy-rail out into Hanks yard, and then westerly through the yard and down the James River subdivision to the last road crossing, where we turned my MT. Jeff took a little longer with his truck. Then we retraced our path back to the east end of Hanks yard where we turned onto the Mulberry subdivision and a run down to the rifle range where we wyeed our track cars.

The two reservists provided excellent guide service as they routed us over tracks over which they had run a train. This enabled us to use more of the usable tracks.

Once wyeed, it was back to the diesel shop and Jeff headed home. I volunteered to take our two reservists out on the line for a spin in a track car. They agreed it was a totally different ride than in the locomotive.

Back to the diesel shop again and I loaded my MT on the trailer and headed home.

Even with the constant rain, we had ridden about ten miles and had a good time again. Our thanks go to the base Public Affairs Office and Sherri Nolan and the Rail Division and John Fairbanks for having us back.

TRY A HEAVIER TRAILER TIRE FOR PEACE OF MIND

By Harry Riblett

Many of us use small trailers with 8" wheels for our rail cars, and it doesn't take much weight to overload the standard "B" rated load range tires commonly found on these trailers.

For added peace of mind, I have converted my trailer (and my boat trailer) to "C" rated load range tires (this is the old "6-ply rating"). These tires are available from J.C. Whitney, 1917 Archer Ave., Chicago, IL 60680-8410, phone (312) 431-6102.

The popular 5.70 x 8 tire, catalog number 62RA1470R, lists for \$26.99, not much more than the "B" rated tire at \$24.29. The "C" range tire has a capacity of 910 pounds at 75 PSI inflation pressure.

I have been using these tires for four years now, and I am pleased with them.

THE SETOFF

Box 82, Greendell, NJ 07839



*
DICK RAY



POSTMASTER: IF UNDELIVERABLE, PLEASE RETURN TO SENDER.