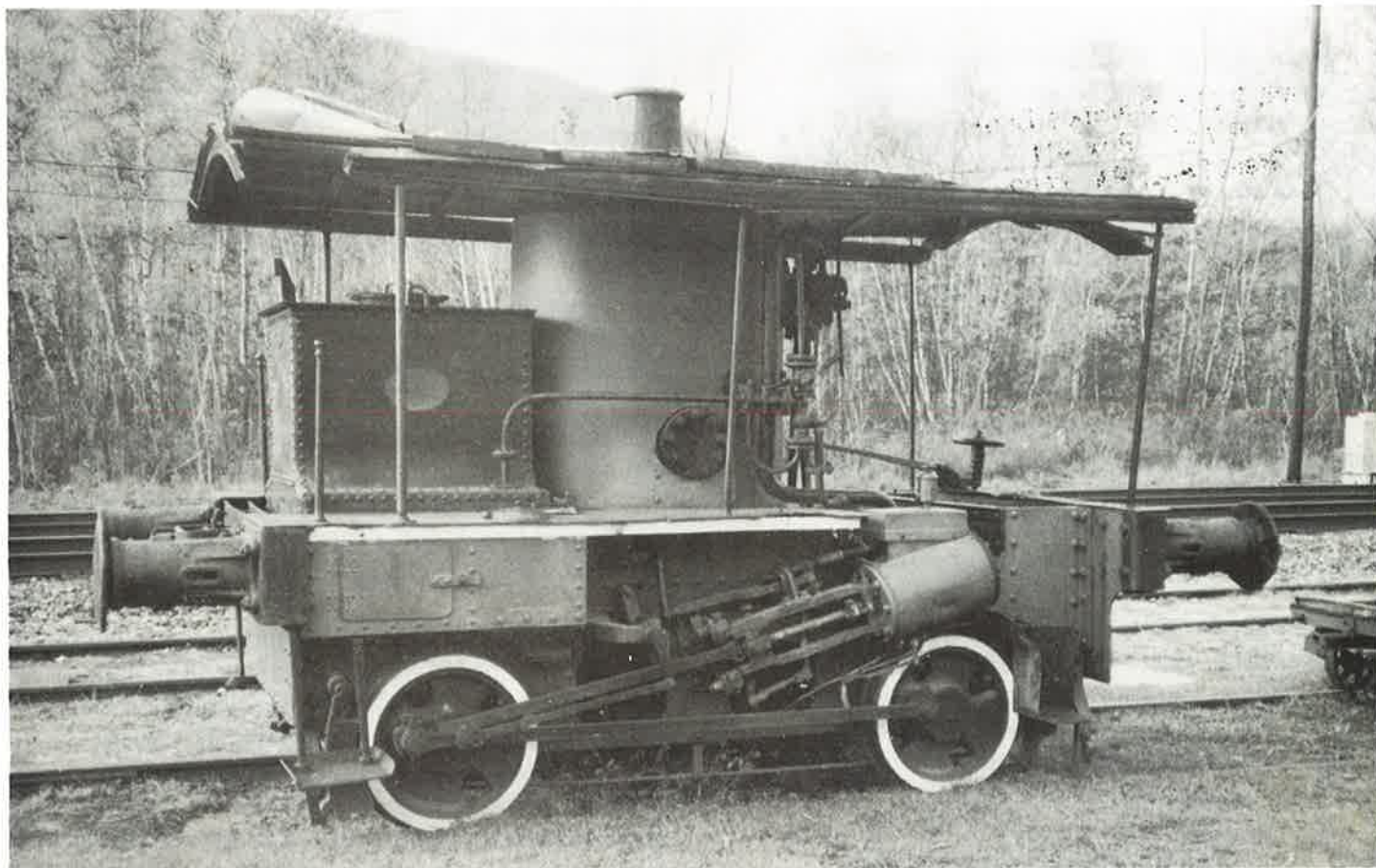
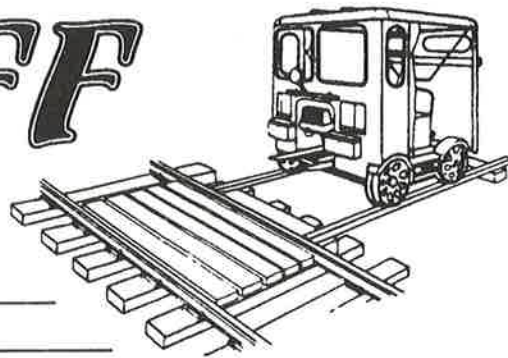


# THE SETOFF

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

Winter 1993



*These photographs are examples of some of the interesting submissions we received for publication in NARCOA's 1993 calendar. Mr. and Mrs. Clarence Brink of Great Bend, PA, submitted the photo above taken at Susquehanna, PA, at the Erie RR station. Carl Schneider's M9-G is shown at left on the Boone & Scenic RR. The photo was taken in May 1992 by Tom Sharratt. See pages 12 and 13 for more.*

## Meets

*Members who have organized meets are encouraged to advertize 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.*

**February 27:** Ride the Georgia Central, starting in Savannah, GA (meet at the CSX Transportation Terminal), then proceed 3 to 4 miles north to the Georgia Central line to Macon, GA. This will be a leisure run, and the turn around point will be determined enroute (Macon is 160 miles away!). A.A.R.O. insurance required; cost is \$10.00 per car. Safety meeting will be held at 8:00 a.m. Send SSAE to: Jack and Susie Whitt, 8023 Bloomfield Avenue, Yalaha, FL 34797. Phone: (904) 324-3868.

**May 1 - 2:** Ride the Western Maryland Scenic RR, and enjoy mountain scenery (complete with breathtaking views and tunnels) as the railroad steams up an ex-Lake Superior & Isheming 2-8-0 consolidation locomotive for the first time. This locomotive is similiar in style to a Western Maryland H7 class locomotive. This event should prove to be popular, so early motel reservations are suggested. A. A. R. O. insurance required, 20 car limit each day. Cost is \$18.00 per car. Send SSAE after March 1 to: Dave Rose, 202 Center Street, Elmer, NJ 08318.

**May 22 - 23:** Leelanau Scenic RR Motorcar Meet: Come ride this former Traverse City Leelanau & Manistique RR (Manistee & North-eastern) between Traverse City and Sutton's Bay, Michigan. A distance of 16 miles, the trip takes you by lakes, orchards, over trestles, and around many bends. There will be two runs on Saturday, and one on Sunday. Cost is \$15.00 per car. For information and registration, send SSAE to Brad Anderson, Motorcar Meet Director, 4955 Lake Harbor, Muskegon, MI 49441.

**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 area. Cost is \$10.00 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.

The R.E.P.A.I.R. Group sponsors the following events. Send SSAE to them at: P.O. Box 62, Edinburg, PA 16116 for information and registration:

**May 22 - 23:** Annual R.E.P.A.I.R. Group motorcar/handcar meet on the Oil Creek and Titusville RR. Titusville PA, 8:00 a.m. daily. No insurance required. This line travels though the historic oil district, including Drake's Well (drilled in 1859).

**June 13:** 2nd Annual Lawrence County Railroad Show. Shennango Street Station, New Castle, PA. Display your motorcar from 10:00 to 4:00.

**July 24 - 25:** Run on the former Youngstown and Southern (now PL & W RR). 8:00 each day, insurance to be determined.

**August 7 - 8:** R.E.P.A.I.R. Group display at the Railroaders Memorial Museum in Altoona, PA

**August 28 - 29:** 3rd annual motorcar meet on the Oil Creek and Titusville. No insurance required. Meet at 8:00 each day.

HOOSIER RAILCARS sponsors the following meets. For information and registration, send SSAE to: Stan Conyer, Hoosier Railcars, 9333 State Road 46W, Columbus, IN 47201:

**March 27 - 28:** Indiana Transportation Museum, Nobelsville, IN. This line runs from Indianapolis to Tipton, IN, 74 miles roundtrip. Ride on Sunday for some light work on Saturday. Must join the museum. Cost: \$20.00 per year.

**April 24:** The Red Devil Express: The Indiana Railway Museum, French Lick to Dubois, 34 miles roundtrip, including a 2,200-foot tunnel. Cost is \$20.00. A.A.R.O. insurance required.

**May 16:** Crane Naval Weapons Support Center, 33 miles through the Naval Base. Tour the engine house. Cost: \$20.00

**June 12:** The Reuben Wells, North Vernon to Madison, IN, 44 miles roundtrip on the Madison RR, complete with high bridges. Cost: \$20.00. Insurance required.

**July 4 - 5:** The Firecracker 300: approximately 300 miles round trip from Indianapolis to Evansville, IN. A new run through Southern Indiana. This meet may not be repeated due to line abandonments. Cost: \$30.00

September 18: Towpath Express: White-water Valley RR, 44 miles roundtrip from Connorsville to Metamora, IN, along the towpath of the Whitewater Canal. Visit the restored canal town of Metamora. Cost is \$10.00/adult, \$5.00/child.

October 16 - 17: Fall Foliage Special: Run the Indiana Railway Museum on Saturday and Crane on Sunday. Cost is \$25.00.

Date TBA: The Kentucky Railway Museum, 34 miles roundtrip through the heart of Kentucky from Boston to New Hope, KY. Meet will be planned to coincide with the operation of L&N #152 steam engine. Cost: \$10.00/adult, \$7.00/child.

#### MOTORCARS OPERATORS WEST

(M.O.W.) sponsors the following events. Send SSAE to addresses listed below. M.O.W. may be contacted at: Motorcar Operators West, 8672 Fairmont Way, Fair Oaks, CA 95628:

April 3: Amador Central RR. A. A. R. O. Insurance required and approved spark arrestors required. Turntable equipped cars recommended. Meet at Martell, CA, at 8:00 a.m. Cost is \$40.00, SSAE due by February 28 to: Erik Young, PO Box 650, Sutter Creek, CA 95685. 50 car maximum!

May 29 - 30: Port of Tillamook meet, A.A.R.O. insurance required. Cost is \$130.00 per car. This meet is for experienced operators and trustworthy cars only. March 15th deadline for registration. 45 car limit for this 180-mile Memorial Day weekend trip. Send SSAE to: Bob Church, 11508 Green Road, Wilton, CA 95693.

June 5 - 6: Tillamook Bay RR. (non-MOW meet). Send SSAE to: N. W. Railcar, c/o Nancy Van Loo, 56130 NW Wilson River Hwy., Gales Creek, OR 97177. A.A.R.O. insurance required.

June 28: Around The West Motorcar Tour (non MOW event): seven railroads in two plus weeks. Central Montana Rail, Montana Rail Link, St Maries River (ID), Tillamook Bay (OR), McCloud Ry, Nevada Northern, Heber Creeper (UT). A.A.R.O. insurance required for most meets. Send SSAE to: Hank Brown, 622 Oak St, Cottage Grove, WI 53527. Car limits may apply at certain railroads. Fee will vary with railroad.

August 21 - 22: Santa Cruz, Big Trees & Pacific RR: No car limit. Cost is \$35.00 per car, plus \$5.00 per person above two riders per car who are not family members. A.A.R.O. insurance

required. Deadline is August 10th. Send SSAE to: Don Breitbarth, Coordinator, 688 West Fernwood Circle, Sunnyvale, CA 94086.

August 28 - 29: McCloud Railway meet, plus night run! A.A.R.O. insurance required. Cost is \$115.00 per car. Deadline: August 9th. We will try to set a new record for 80 cars on the Lake Britton bridge. Come be a part of history! Trailers by advance request only. Send SSAE to: Don Connelly, 5850 Anderson Road, Forestville, CA 95436. Group will be split up and run as trains, with train orders.

September 4 - 5: Nevada Northern Railway: Railroad Festival, East Ely to Shafter, NV, and camp overnight, with return the next day. Contact: Ron Zammit, 469 Campana, Arroyo Grande, CA 93420.

October 16 - 17: Port of Tillamook, fall color meet. A.A.R.O. insurance required. Cost is \$130.00 per car, no trailers. Send SSAE to Bob Church (see above).

Hank Brown sends along the following listing of meets organized by the Mississippi Valley Division of NARCOA. For information, send SSAE to the individual listed. If no coordinator is listed, send SSAE to Hank Brown (see address above):

March 21: Ouachita RR: Eldorado, AR to Lillie, LA. A.A.R.O. insurance required.

March 27: Mississippi Delta RR, from Lula to Swan Lake, MS. A.A.R.O. insurance required.

May 8: Iowa Interstate RR, Altoona to Pella, IA. A.A.R.O. insurance required. Send SSAE to: Dave Pratt, 410 South Walnut, Colfax, IA 50054

May 9: Boone & Scenic RR, Send SSAE to: Carl Schneider, 1302 South 6th Street, SE, Altoona, IA 50009

May 29 - 31: NARCOA NATIONAL CONVENTION! Send SSAE to Hank Brown. A.A.R.O. insurance required. Ohio Central RR (Zanesville to Beech City) and more!

June 18 - 20: Wilderness Tour 93, on the Canadian National and Ontario Northland RR, Cochrane, Ontario to Senneterre, to Val d'Or to Kirkland to Cochrane. Send SSAE to Hank Brown.

July 30 - August 2: "Do the Line", on the Algoma Central Ry, Sault Ste. Marie to Wawa to Hearst, and return. FULL.

September 4 - 7: "Do the Line II", Algoma Central Ry, from Sault Ste. Marie to Hearst via Wawa.

## Organization News

By Joel Williams

Back issues are now in stock. Due to a large demand occasioned by printing a back issue list in *THE SETOFF*, we ran out of nine issues. They have been reprinted and all are in stock except SPRING 1991 and WINTER 1992. We're working on those. The premier issue, SPRING 1987, which had not been available for years, is in stock as well.

I often get letters requesting information on where to find a handcar. I never have an answer because handcars are very rare and don't come up for sale often. I wouldn't mind having one for myself but I can't afford the \$3,000 or more that it takes to buy one. I have become one of several who are building their own. A HANDCAR ROSTER will be published, and if you own a hand-powered rail vehicle such as a velocipede, rail bike or hand pump car, and would like to be listed in this once-a-year publication, send your information to me. Include make, model, original railroad owner, if known, and your name, address and phone number. If you aren't listed, we can't notify you of handcar meets!

The above mentioned HANDCAR ROSTER will be part of the NARCOA MOTORCAR ROSTER distributed to all members along with the Spring issue of *THE SETOFF*. From now on the roster will be professionally printed and distrib-

uted to all members annually. During the past year an attempt was made to distribute as many rosters as possible to members as they renewed their membership. It was a big job and was made possible with the help of fellow member Ed Bush of Stillwater, NJ. Thanks Ed. Sending rosters stimulated a lot of owners to send in their information. If you haven't done so and you want to be listed in the '93, roster you have about a month to send me your car information. What good comes of being listed? Fellow motorcar enthusiasts find this a good way to get in touch.

The number of local motorcar groups continues to grow. Joining a local chapter is a great way to pursue the hobby. Some of these clubs are affiliated with NARCOA while others have no affiliation. Some of these groups have been formed by being able to use our membership lists or lists such as the roster to get in touch with potential members. NARCOA supports the local organizations regardless of affiliation because the entire hobby is strengthened by this type of growth.

## THANKS TO ALL WHO SENT CALENDAR PHOTOGRAPHS

By Gene Tucker

The response to our call for NARCOA calendar photos was simply overwhelming! I think we could easily have had two photos per month, or maybe even one for each week for a significant part of the year.

Unfortunately, some of the photos didn't prove capable of being reproduced well (a tricky enough proposition under any circumstances), so we couldn't use them, and some others arrived too late for us to make use of them.

Still, we were left with making painful choices between good candidates, and having to leave some of them out, all the while trying to have a representative sampling of photos that included different parts of the continent, different seasons, motorcars at work and at play, and different types of maintenance of way vehicles.

We're printing some of those we weren't able to include in the centerfold photospread section of this issue. We thank each and every one of you who took the time and effort to submit photos for this year's calendar. The comments we've received to date have been favorable.

### THE TRACK INSPECTOR SEZ:



**Observation of the Brushcutting Crew:  
"A tree that moves some to tears of joy  
is to others only a green thing that  
stands in the way."  
(Submitted by Bob Schuknecht)**

## Editor's Notes

By Gene Tucker

As you can see, this is the largest issue of *THE SETOFF* in quite sometime. Naturally, we're thrilled to have such a large amount of meet stories, meet listings, ads and articles from the membership. We thank you for your continued interest and the high caliber of contributions. A few notes are in order:

1. Deadline for the Spring issue is April 15th (Tax Day!). After setup and printing, *THE SETOFF* should be in your mail by mid May.

2. We are instituting a new policy on photographs: in order to make it easier to publish back issues when the demand warrants (and there is a great deal of demand for past issues, I understand from Joel), we will no longer return photos to you. We'd like to keep those we use for filing with the proofs as they come back from the printer. That way, we can easily reprint past issues when that is needed. We hope you'll understand the need for this change in practice, and make duplicates of those photos you'd like to share with the membership at large.

3. Speaking of photos, I am behind in returning old ones to you, as promised. I will

## A Reply

By Tom Johnson

I feel that Mr. Hugh Cain's Guest Editorial (printed in the last issue) needs a word of explanation: The trip Mr. Cain refers to was the second CSX trip. The first CSX trip was on Sunday of Labor Day weekend. This trip was from Stone Mountain to Madison, Georgia, on the old Georgia Central Railroad. This trip was run with traffic (trains) in two directions. Some twenty nine cars or so took part.

Our NARCOA relationship with CSX is very good, since we have a .500 batting average! Let's hope in the future our relationship with the area railroads and the big seven will continue to improve with time. Many a mile of track is waiting to be travelled by NARCOA and MCCA members in supervised excursions. Thumbs up!

clean out my file in February and get them to you. Promise!

4. Remember to send ads, meet stories, and other articles directly to me. Send meet notices to either Dick Ray or to Hank Brown. Other association business should go to Joel Williams.

It makes it much easier for the editorial team if your stories and news items are typed (in upper and lower case, please, not all caps). We can scan them into the computer quickly this way. Meet notices and ads we can handle in handwritten form. However, don't let an inability to typewrite a story you've been planning to send in stop you. We'll take the information in any form we can get it.

We appreciate your contributions and information. Keep it coming!

# *THE SETOFF*

Volume 6 Number 4

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

## INTEREST IN SPEEDERS GROWS IN NEW HAMPSHIRE

By Steve LaBonte

After last year's Hobo Railroad meet in June, interest was at a high point in New Hampshire to find other local rails to ride. Stuart Wing had been talking with New Hampshire officials to okay a local NARCOA meet that eventually took place in July of 1992. What Stuart did not realize was that a local group of rail preservationists and motorcar owners had also been looking at riding the former Boston & Maine, Wolfeboro branch.

Responding to a meet notice Stuart had sent out to local NARCOA members, I informed him of a ride I attended a few weeks earlier at the invitation of the local group and told him who to contact representing the Wolfeboro group.

Stuart's two-day work and ride NARCOA meet was a success and it brought the union of all involved.

The Wolfeboro line was bought by the state of New Hampshire in an effort to preserve abandoned rail corridors for future use. The line had not been used since 1987 and was deteriorating. Washouts were threatening to sever the line in many places. The combined groups of rail preservationists and motorcar owners approached the state of New Hampshire with the proposal that we would do what we could to maintain the property and buildings in exchange for riding privileges. The state in response told us it would

(Continued on next page)

## Heard & Overheard

By Gene Tucker

A.A.R.O. INSURANCE is once again available to motorcar owners. Past insurance plan participants should have received a mailing on the new plan recently. Key provisions of the plan are: \$5 million coverage (this is a first!), \$75.00 premium, and effective dates from March 1993 till March 1994. Coverage is also provided in Canada. Contact: John Nolan, 39 Tumble Falls Road, Stockton, NJ 08559 for information and an application. Phone: (908) 996-3733, FAX: (908) 996-6912.

THE WILMINGTON & WESTERN RAILROAD hosted a New Year's Day Run. Organized as a fundraiser for the railroad, it raised about \$300.00. Eleven cars from New Jersey, Pennsylvania, Delaware, Virginia and Maryland attended.

THE GREAT SMOKY MOUNTAIN RAILWAY trip went well, with better-than-predicted (cold, but no snow or rain) weather. Ten cars participated, and the group covered 112 miles of track.

TOM JOHNSON reports that an organizational meeting was held at Bryson City, NC, to form a local motorcar club. Forty-one members have signed up thus far. A business meeting was scheduled for January 31st at the Historic Spencer Shops.

JEFF LEVENGOOD sent along (in addition to the nostalgia photo on page 17) a magazine



***Hugh Cain's MT19 on the Great Smoky Mountain Railway, Dillsboro, NC, on December 31, 1992.***

clipping from the October 1941 issue of RAILROAD MAGAZINE, showing a group from the Eastern Ohio chapter of the National Railway Historical Society in a motorcar trip over the Wheeling & Lake Erie on June 15th, 1941.

Thirty fans participated in the excursion, arranged by chapter member Laird Myers of Massillon, OH, and W. A. Roderick, W&LE engineer of the Maintenance of Way and Structures Department. The trip went from Massillon to Orville.

MEMBERSHIP IN NARCOA hovers around the 670 mark, reports Joel Williams.

## INTEREST IN SPEEDERS GROWS IN NEW HAMPSHIRE

(Continued from previous page)

be acceptable provided that an organized club was formed. Consequently, the Cotton Valley Rail Trail Club, CVRTC, came into existence in August 1992.

Many of the local members of CVRTC had only heard of NARCOA and since the July meet have now joined. Stuart had commented to me on how it seems there is a lack of communication in the area of "train" hobbies. Let's say you are an HO modeler and want to know more about *Live Steam*--who do you ask? I had had a long time interest in motorcars even before I purchased one, but had no idea national clubs existed until I saw an article in *Locomotive and Railway Preservation*. The article, "Speeders Gain Popularity" (November/December 1989), was an inspirational one for me.

Stuart had an idea to stir up some interest in speeders, NARCOA and the CVRTC. Contacting a large model railroad club that has large shows, he planned a speeder display in which Bob Conrad, Stuart Wing and myself showed off our motorcars in November 1992.

The Bedford Boomers Model RR Club holds an annual show with free admission.

***At right, three motorcars belonging to members of the Cotton Valley Rail Trail Club (CVRTC) were displayed at the Bedford Boomers Model RR Show in Bedford, NH, in November 1992. From left to right, the speeders belong to Steve LaBonte, Bob Conrad and Stuart Wing, who were on hand to spread the word about NARCOA and the CVRTC.***

***Below, the Fernald Enginehouse on the Cotton Valley Rail Trail in July 1992. The scene has changed since this picture with the removal of encroaching brush, and with repairs to both buildings. The depot is in the background.***

In one day, over 3,000 people walked by our display. How many times we answered the question, "Where can I get one?" I lost count. People were impressed to see copies of *THE SETOFF*, which we had on display. Sorry, Joel, we handed out many copies of your address in the hope of boosting the ranks of NARCOA as well as spurring interest in the CVRTC. It was a cold day, but it was fun and we plan to do more shows in the future.

To operate a railcar on the Rail Trail the state of NH requires that railcars be registered as Off-Highway Recreational Vehicles (OHRV's) for liability purposes. Members can sign on as volunteers with the State of NH Dept. R.E.& D. Parks and Recreation which provides injury coverage under the provisions of RSI 508:17 the volunteer immunity law.

The CVRTC meets at Fernald Station the second Saturday of the month March thru November at 10:00 a.m. We extend an open invitation to all to come join us for a day of fun and find out more about us.

For more info and upcoming events, contact me, Steve LaBonte, P.O. Box 575, Nashua, NH 03061-0575.



## 29 YEARS BETWEEN MOTORCAR RIDES

By Gary Gadziala

My first experience with motorcars happened by chance. In the early 1960s, I was into railroad photography in a big way. Growing up in the south Bronx and being on a limited budget, I restricted my activities to the nearby New Haven Railroad mainline.

Over time, I became friendly with the tower operator at Oak Point Yard. The signal department crew would often stop here for clearance before going out on the main. This particular warm June day in 1962, the crew had a special job: to go to the top of Hellgate Bridge and repair the aircraft warning beacon. Would I like to come along?

I had my Graphlex loaded aboard the A5 real quick and we were soon out on the main for the long climb toward the bridge. I was more interested in the scenery than the motorcar, but I will never forget the loud exhaust noise and the unique feeling that only comes from riding a Fairmont. After 3 1/2 miles, we stopped at the huge stone tower at the east end of the bridge. Up the ladder, across the massive steel superstructure and out on the catwalk, and we were at the top. I still get queasy when I think about looking down at the East River far below. After an hour at the top, we were on our way back to

(Continued on next page)



*A New Haven motorcar (probably an A-5) sits on the siding at Oak Point Yard in the Bronx, NY, in June 1962.*



## 29 YEARS BETWEEN MOTORCAR RIDES

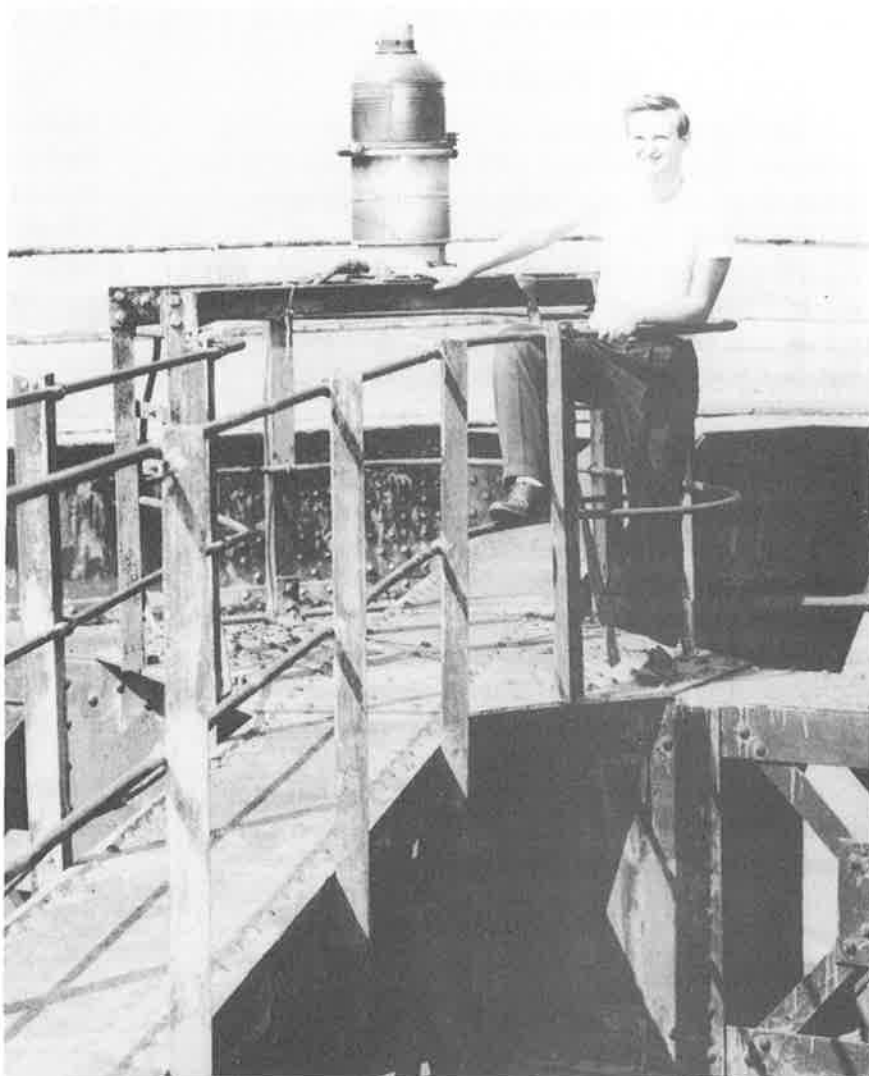
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Oak Point. It didn't look like the crew had a night run in mind.

It's now 1988, and a brief notice in *TRAINS* magazine indicates there is a group called Motorcar Collectors of America (MCCA). Their newsletter indicates there is another group called NARCOA, and things are really looking up. I study the sale ads, think about going to a Union Pacific auction or going to a meet to find out more. I finally buy an ex-U.P. MT14 from a guy in Nebraska. The freight was twice the cost of the car, and the car wasn't much to look at, but it seemed I was destined to ride the New Haven again, so I got on with the rebuilding job. I quickly learn where the Onan parts store is and that it's easier to make a new mainframe for the car from angle iron than trying to straighten the bent one. It appeared the car had not run for some time, due to a collision, but the Onan was fine, except for a missing carburetor.

Sure enough, the Spring meet announcements for 1991 indicate the first trip is on ex-New Haven RR track, which is now the Valley RR in Essex, CT, in early April. Francis Saunders has the only other car, and he asks me if I have been on any other trips. "None lately", I reply. My first impression was the noise and vibration reminded me of a rollercoaster.

The next day's event brought more ex-New Haven mileage on the Connecticut Central. We finished brushcutting because it was about 90 degrees by noon, then rode three lines which radiate from Middle-town, CT. The highlight of the trip was going east on the massive swing bridge across the Connecticut River. Now I felt ready for some



*Gary Gadziala in 1962 atop the Hell Gate Bridge. The New York skyline barely shows through the haze.*

longer trips, and the Hobo RR and Algoma Central trips rounded out a wonderful year.

I didn't think it could get any better, but the June 1992 trip on the Ontario Northland was a great family adventure for my wife Irene and daughters Kathy, 14, and Janet, 8. The interesting and wonderful people we met made this trip even more enjoyable. We are all looking forward to the 1993 season. Anyone have a friend at Amtrak so we can all do Hellgate Bridge?

## REMEMBERING THE PAST ON THE ATLANTIC COASTLINE RR

By Hugh Cain

During the Summer of '92, I was employed by Busch Entertainment Company as one of their steam locomotive engineers at Busch Gardens, Williamsburg, VA.

Of the dozen or so engineers, all but one was retired from one job already. Most of us were ex-military, myself included. We did have several that had been ex-school teachers and private businessmen.

One of my fellow engineers, "Duke," was twice retired, so I found out. He had just sold a very profitable T-shirt shop in York County, VA, but had originally retired from the Atlantic Coast Line Railroad.

During a casual conversation with Duke, I mentioned I collected track speeders and other maintenance of way equipment. And that we had two national organizations that sponsored motor-car events around the country.

Duke's eyes lit up. I suppose I had found a similiar interest with him. Well, he related the following work experience to me.

It seems Duke worked on one of the Atlantic Coast Line's track gangs. He lived, at least at that time, in Rocky Mount, NC. His gang was responsible for track maintenance from Emporia, VA to Rocky Mount, NC, a distance of 50 miles or so.

Back then the ACL was a speedway to and from Florida. The mainline throughout most of the entire length was well maintained, CTC controlled double track, with an occasional passing track. Train traffic was furious. Freight trains and the prestige passenger trains were always there, whizzing up and down the tracks.

When Duke and his gang had to work on the tracks north of Rocky Mount, they would secure their track warrants, check the timetable and watch very carefully, then set their lever car on the track. Yes, lever car. This was before the gas-powered Fairmonts came around.

Even though the track was well kept, it was all uphill towards Emporia. Duke and his crew would take about two and one-half hours to make

(Continued on next page)

*On the  
Western  
Maryland  
Scenic RR,  
May 1992.*

Photo by  
Dave Johnson



## REMEMBERING THE PAST

(Continued from previous page)

the entire trip to Emporia. Of course, the time varied depending on the number of times they had to make a set-off for a passing train. Oh, by the way, oftentimes the lever car had a trailer tacked on behind.

Needless to say, Duke and the crew were in good shape. They had to be to work their car uphill, even though the grade was only slight, still uphill to the Virginia section of their territory.

On the other hand, the work day was short, too. If it took two and a half hours to get to the

work site, it took about two hours to get home in the evening. Sometimes they arrived back in Rocky Mount after dark, the track car illuminated by either a battery or kerosene lantern.

When Duke inquired into what types of motorcars I owned, I made sure I told him I was looking for a lever car to add to the collection. Still though, he appreciated our efforts at preserving the cars and riding them as a hobby. I offered to take Duke for a ride on my car whenever we can get a meet somewhere close by.

So, I suppose we don't have it so bad after all. I can't really imagine working a lever car as he did. My M9 and M19 are enough when I try to hand crank them. (Remember Caney Fork a few years ago.)

## CANADIAN "RAILCAR PARK" IS ONLY A DREAM FOR NOW

Wouldn't it be great if you could go on a camping trip, take your railcar, and use it; a place where the railcar enthusiast is catered to? Kind of a speeder car recreation park? Well, that's the idea of one of our Canadian friends who is seriously infected by the railcar bug.

Michael Grainger, along with his business partner Gil Baker, have become such avid railcar fans that they've started their own railcar sales company known as "The Great Canadian Railcar Supply Co." Mike and Gil hope to encourage, promote and develop the hobby further. It was in their search for surplus cars that Mike learned of CSX's decision to abandon the railroad tracks in their area.

"A tremendous loss to future generations," says Mike. "The railroad has been such an integral part of building both countries; it's like watching a part of history die."

In an effort to preserve this history, Mike came up with the idea of gathering a group of potential investors that would be interested in purchasing a section of track and some of the adjacent lands and developing it into a rec park for speeder cars.

The section of track Mike has in mind is a 22-mile stretch between the picturesque town of Harrow and the Windsor suburb of Oldcastle. The track follows a north-south direction, and is flat and level. The scenic journey takes you over a trestle which, if covered, would be reminiscent of those in Vermont, around long sweeping curves, into thick and glorious stands of maple and oak, and through lush and verdant farm-

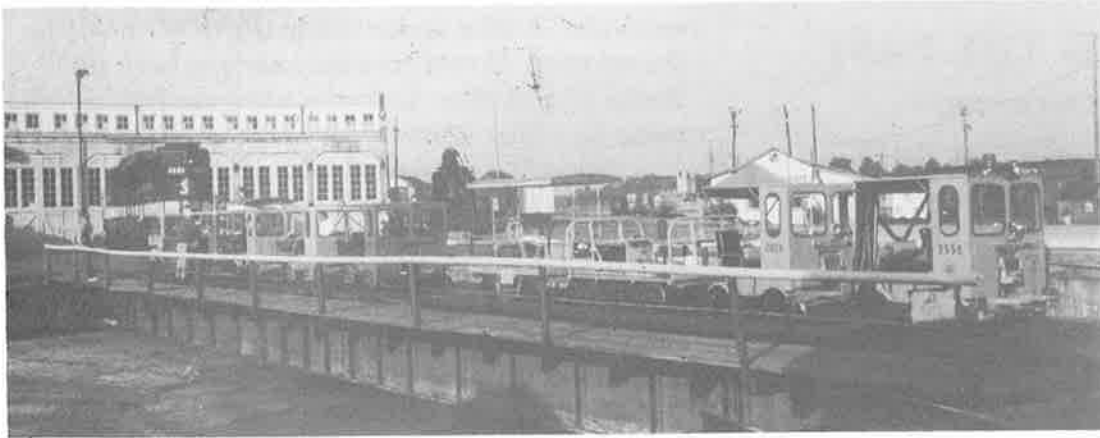
lands. A second trestle spans a hand-dug canal on land once owned by Hiram Walker in the 20's. (Yes, **that** Hiram Walker!) The canal was part of a system devised by Mr. Walker to irrigate his cranberry fields. Unfortunately for Mr. Walker, the market for cranberries was all but non-existent, and today, the canal is all that remains of that farm.

Along with purchasing the track, Mike believes that if some of the surrounding land can also be acquired, it could be developed into an actual railroad theme park.

"The potential possibilities are endless," states Mike, "there could be a railroad museum, a full campground with R.V. hook-ups, a park, fishing ponds, possibly dining facilities, and even set-offs along the track so you can have a picnic."

Along with this proposed theme recreational park, this area offers several other points of interest such as the Jack Miner Bird Sanctuary, the Ontario Heritage Museum, Colasanti's Tropical Gardens and, of course, Lake Erie where some of the best pickerel fishing in the world takes place. In addition, there is Point Pelee Provincial Park and Pelee Island which can be reached via ferryboat from Kingsville. The ferry also docks in Sandusky, Ohio, and folks loading their railcars from there can save about three hours' driving time which not only saves on gas but on nerves as well. All this, and just across the river from Detroit, Michigan!

So far the railcar park is only a dream, but who knows, maybe, just maybe . . . Wouldn't it be great!



*Left, North Carolina Transportation Museum's Railfan Days, July 1992.*

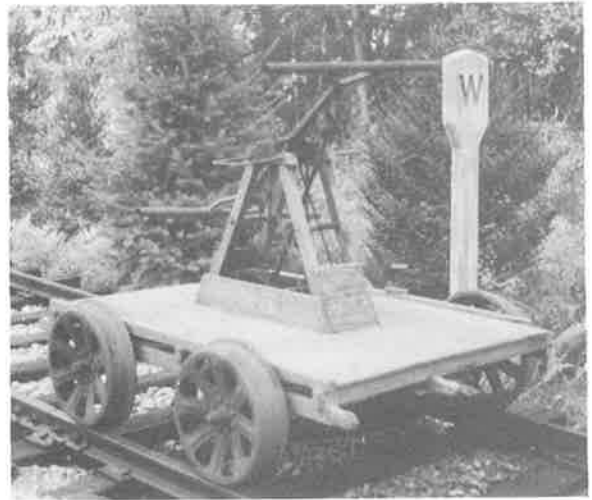
Photo by Jean Jackson

*Below, Ken Kurdt's 1943 Buda hand-car.*



*Below right, two photos from the Hobo RR, meet in June of 1992.*

Top photo by Terry Feichtenbiner, bottom photo by Dave Johnson



*Above, Dan McClary's S2 and Bob Schuknecht's M19, on TSBY track, Middleton, MI, June 1992.*



*At right, Bob Schuknecht's M19.*



*Left, on the KWT RR, Stearns, KY.*

Photo by Coy King





*Left, Hossier motorcars at the Kentucky RR Museum with L&N #152. Photo by John Sims*

*At right, Ron Zammit's M19-AA on the Nevada Northern.*



*Above, Dave Pratt's M9-F at Bondurant, IO, May 1992. Photo by Tom Sharratt*



*Above, Arkville, September 1992. Photo by Wray Dudley*

*Right, John Valck's MT19 on Algoma Central Rwy., June 1992.*



*Right, Fred Furminger on the Algoma Central, September 1992.*

Photo by Janet Valck

*Far right, motorcars at Crane Naval Support Center, Indiana.*

Photo by John Sims



## ADVENTURES IN TAKING A MOTORCAR THROUGH CUSTOMS

By Ted Monck

*Editor's Note: Mr. Monck is president of the South Okanagan Speeder Society in British Columbia, Canada.*

Being a Canadian citizen and doing most of my speeder runs in the United States has given me a lot of laughs, and a few anxious moments while going through the border crossings.

I just started running my speeders with the Northwest Railcar in the spring of 1992.

My first trip was to St. Maries, Idaho, back in the early spring, to run on the St. Maries River RR. I stopped at Canadian Customs to obtain a card which is used for identifying articles which are leaving Canada and then coming back into the country.

The card is issued by Revenue Canada Customs and Excise. It says on the card "IDENTIFICATION OF ARTICLES FOR TEMPORARY EXPORTATION." On the back of the card is a space for the name of the article, the make, and the serial number.

After obtaining the card, and having the customs officer look at my speeder and verify the make and serial number, I thought I was finally on my way. Nope, not yet.

The customs officer thought maybe he should put a seal on the speeder in case I made a trade in the United States.

Since my M19 was loaded in the back of my pickup truck (on a special rack I designed and will write about at a later date), I found a very suitable place for the officer to put a seal without having to climb up on top of the truck and risk falling off. The customs officer had other plans.

He thought he should climb up on the truck and sit in the speeder and then decide where to put the seal. After what seemed like hours of standing there on the ground and watching the officer play with all the controls and pretend he was riding down the rails, he finally found a suitable place for the seal. He climbed down and thanked me for letting him sit in the speeder and wished me a good trip.

All this fooling around took nearly an hour. I still had to clear the U.S. Customs and then drive nearly 400 miles.

I guess the U.S. Customs officer was watching the whole performance of the Canadian Customs officer and decided to let me go without

further incident. He just asked me the usual border crossing questions and let me go.

The next time I took my speeder across the border was on my way to McCloud, CA, to run with the M.O.W. This time, I took my M14 and stopped at the Canadian Customs to get another IDENTIFICATION OF ARTICLES FOR TEMPORARY EXPORTATION card and to get a seal for this one. I got the card okay, but this officer said I didn't need a seal. I told him how the previous customs officer insisted I have a seal and he said that wasn't so.

By this time, I had a speeder trailer. But I have the trailer painted the same color combination as my speeders.

I pulled into the U.S. Customs and the Customs officer asked what I was towing behind my truck. I went into great detail as to how I run my speeder on the railroad tracks as a hobby, but the officer couldn't figure out how I ran on the tracks with car wheels. He thought the trailer and speeder were all one unit. I tried to explain to him that the speeder was sitting on the trailer, but I don't think he knew what I was talking about. After scratching his head a few times, he finally let me go.

The next trip was back to St. Maries, ID, in the early fall. I took the same M14 and didn't have to fool around with the Canadian Customs. I pulled into the U.S. Customs and the officer asked me the usual border crossing questions. Then he made me pull into the area they have reserved for vehicles that are being searched for contraband. I had a very uneasy feeling this time.

I stood beside the truck for a few moments, and then out came this Customs Officer that was even taller than me, and I'm 6'6". He was a very intimidating looking fellow with a very unhappy look on his face and a .44 Magnum hanging from his hip. He looked at me, then at my truck, then at my trailer and finally at my speeder. Then he started interrogating me. I couldn't believe some of the questions he asked me. When I figured he was all done, he said he'd be back shortly.

A few long minutes later, out he came with another Customs Officer that didn't look very happy to see me there either. The two of them started the interrogation again. After giving

(Continued on next page)

## TAKING A MOTORCAR THROUGH CUSTOMS

(Continued from previous page)

them my life history, and the history of speeders and railroads, they both looked at each other, shrugged their massive shoulders and told me to have a good day. By this time, I really wasn't in the mood to have a good day.

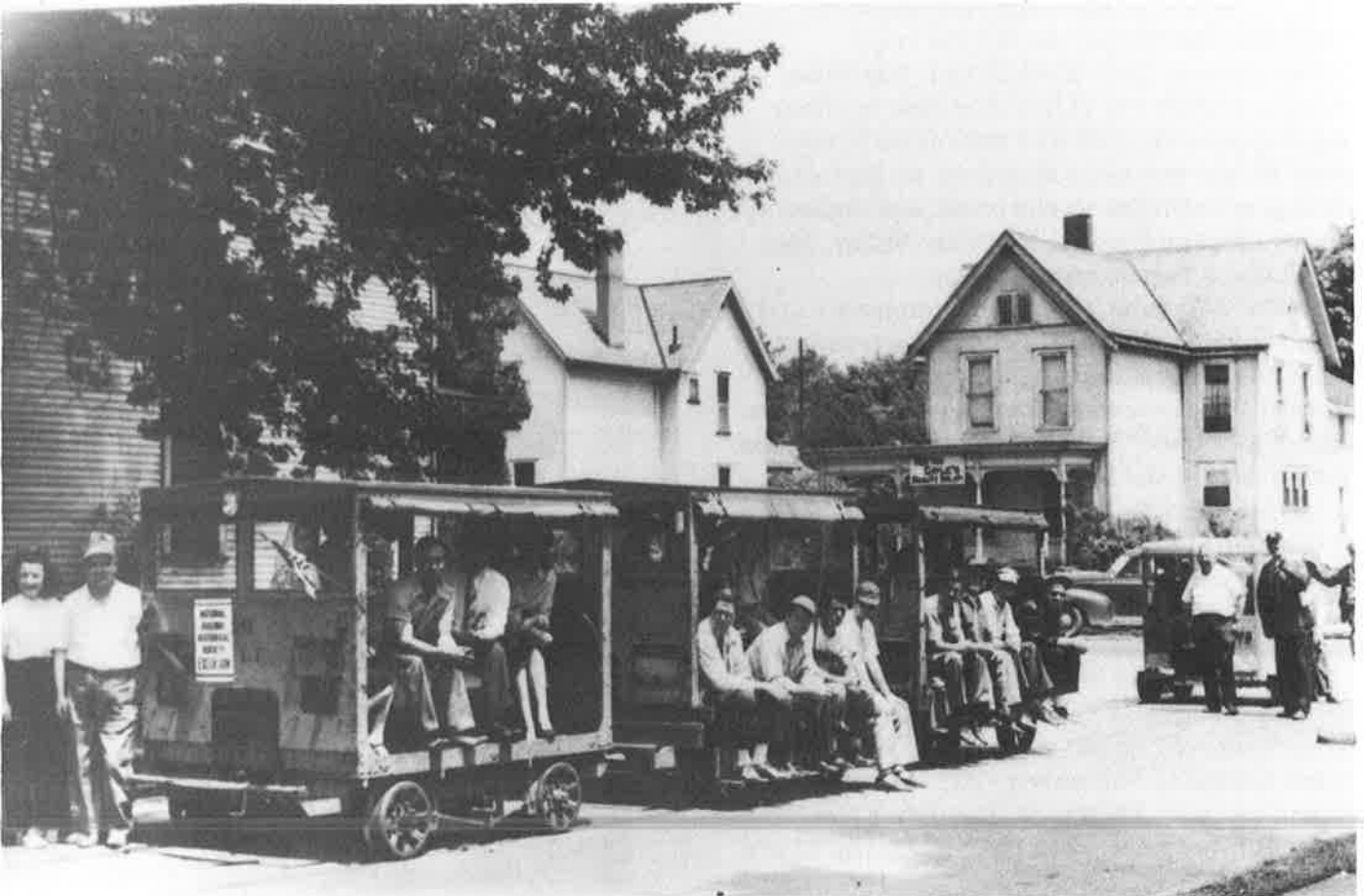
The last trip of the season was at Royal City, WA, in the late fall. This time the Customs officer in the U.S. was sure I was going to use my speeder for commercial use. I insisted it was just a hobby and would not be making any money with it. I told him I would be spending lots of money for food, fuel, motels, etc., while I was

visiting in the U.S., but I definitely would not be making any money.

Finally, after a few moments of careful thought, he asked me how much money I had with me. I said, "Do you want to know exactly how much money I have with me?" He said, "Yes," and I said, "I have exactly \$5,530.00 and some small change." His eyebrows went up, and he called me "sir" and said he hoped I had a great trip.

I didn't tell him I included the credit limit on my Mastercard when I told him how much money I had with me.

I shouldn't have any trouble going to the next speeder run in the United States in 1993. I left my speeder and trailer with some friends south of the border.



**NOSTALGIA!** Above, a group of Eastern Ohio chapter members of the National Railway Historical Society taking a motorcar trip in the late 1940s at Coshocton, Ohio. The group is shown on the Orange Street lead, which was a track running for several blocks down the middle of Orange Street to the passenger station and freight house. The trip was from Brewster to Zanesville, Ohio. This line is now part of the Ohio Central RR. Photo submitted by Jeff Levengood.

## ANNUAL HANDCAR AND STEAMCAR MEET HELD IN WILMINGTON, DELAWARE

By Gene Tucker

By now, most NARCOA members, especially those who are interested in handcars, velocipedes and steamcars, or who actually own one of these rare beasts of railroad history, know that the Wilmington & Western Railroad in Delaware has hosted an Annual Handcar/Steamcar Meet, usually on the first weekend in November, after their regular operating season is over.

This November was no exception, and a faithful band of devotees (some would say, oddballs) who enjoy the sense of accomplishment derived from pumping up a 1.5% grade for a mile and a half gathered amid the snowflakes at Greenbank Station for the annual event.

As our host from the railroad, Roy Gane, poured cup after cup of hot chocolate to chase away the morning chill and to provide instant energy for the exertions to follow, we had a safety meeting, set vehicles on the track, and signed up members for the Historic Red Clay Valley, Inc., the railroad's parent organization.

About this time, there were comments and questions about the abrupt change in weather from the meet two years ago, during which the temperatures hovered in the high 70s to low 80s. I simply explained that the Hot Line to the Great Weatherman in the Sky had been disconnected. The explanation did little to make anyone feel any warmer. In fact, I think that the hot chocolate was of more help.

Soon, however, the consist, representing handcars, velocipedes, a four-wheeled railbike, and a steamcar were off up the track, with a Fairmont A4 trailing behind, as a "sag wagon." No one "sagged," so the A4 was a nice luxury, but not needed to bail anyone out. People began to warm up as we set a pace that didn't tire anyone out, but allowed them to get warm at the same time.

We were met at the western end of the line, Hockessin, by Robert Wilhelm, who's written an excellent guide to the railroad, and by Roy Gane and his wife, Teresa, who had assisted in setting up the meet.

Our return trip home was mostly downhill, allowing for a more leisurely level of work, and a

greater appreciation for the ten timber trestle bridges and the rock cuts along the way.

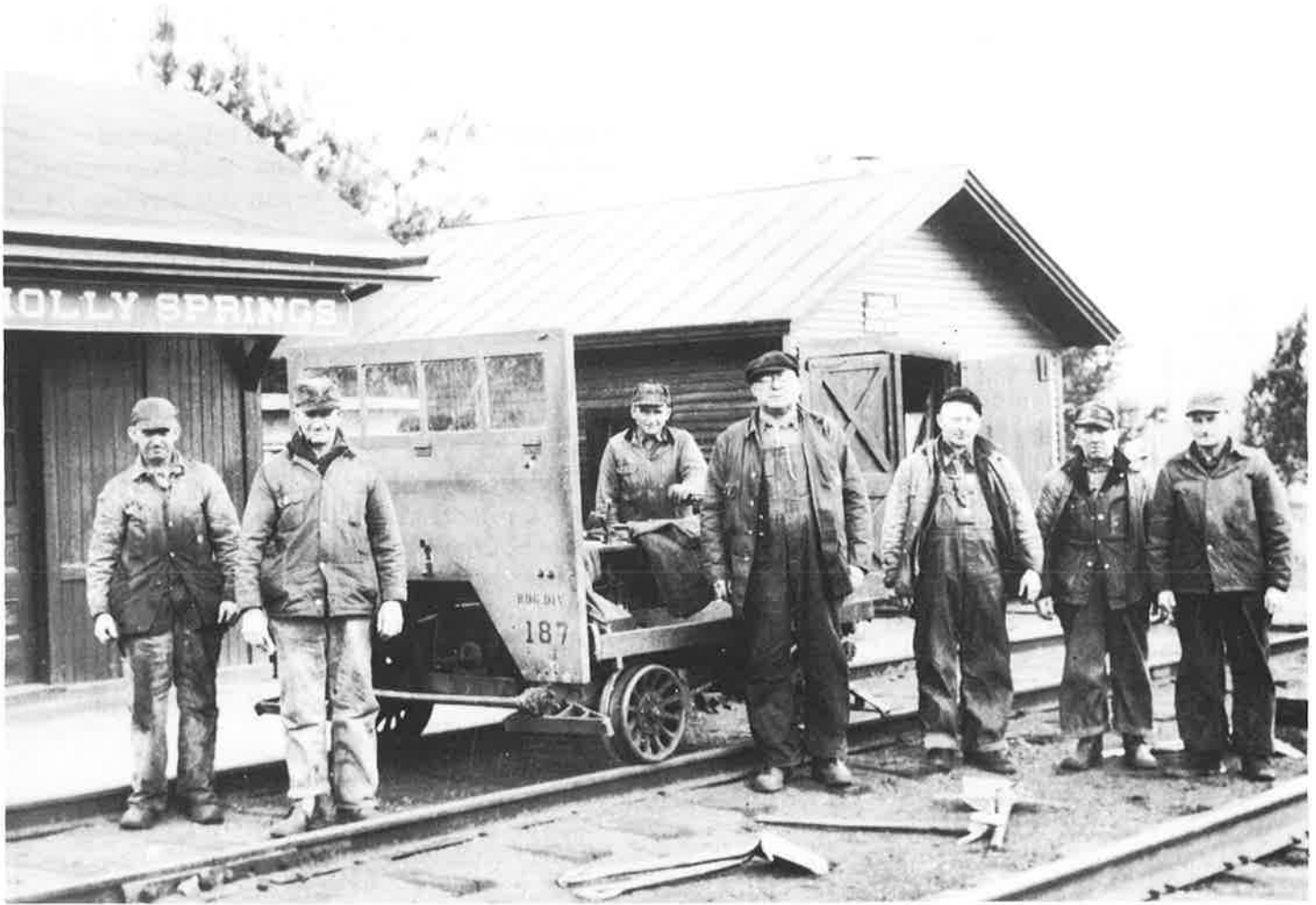
On Sunday, we set on at the National Vulcanized Fiber (NVF) complex at Ashland, and used the western portion of the line, meeting the excursion train, pulled by 1909 Alco American type steam engine #98 (back in service this year after a four or five year restoration project, and running beautifully!), at the Mt Cuba picnic grove, at the midpoint on the line. We gave short lectures to train passengers on the use and purpose of handcars, velocipedes, and maintenance of way cars in general, then offered rides to anyone willing to drop a donation in the hat for the benefit of the railroad. We got quite a few takers, some willing to ride the A4, or pump the handcar or serve as fireman on the steamcar.

All in all, it was an extremely enjoyable and productive weekend: we covered more than 34 miles by human power alone. We thank Historic Red Clay Valley, Inc., the Wilmington & Western RR, and Roy and Teresa Gane for their generosity and assistance in enabling this event to take place.



***Ken Kurdt of Wappingers Falls, NY, couldn't make it to the handcar meet this year. But here's a photo of Ken at the 1990 meet on one of his velocipedes, with the Wilmington & Western's diesel locomotive just up the line.***





*Gary Johnson of Short Line Specialties, in Sterling, VA, submitted these nostalgia photos.*



## A HISTORIC RIDE ON THE NORTHERN CENTRAL, THE LINE THAT CARRIED LINCOLN TO GETTYSBURG IN 1863

By Gene Tucker

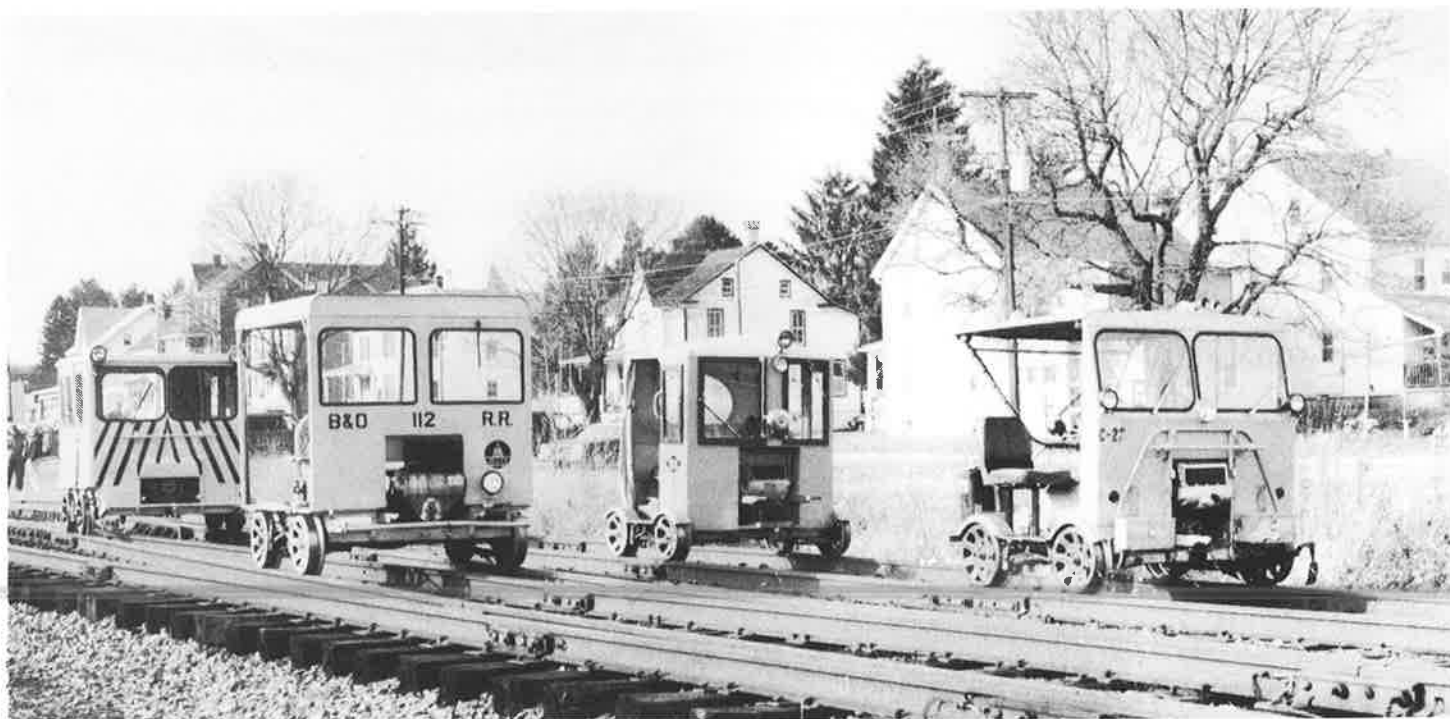
In the folklore and history of railroading in this country, the Northern Central Railway hasn't garnered as much attention as some others have, like the Maryland and Pennsylvania to the east, which shared two cities as station points in their respective lines, Baltimore and York. Still, the Northern Central at one time had an extensive route structure (stretching all the way to upstate New York), was the line that carried Abraham Lincoln to Gettysburg in November 1863, has a tunnel on it that was dug in 1838, and ran Pennsylvania Railroad K4 class Pacifics. History hasn't been especially kind to the Northern Central: it lived under the shadow of the Pennsylvania RR for a good portion of its history, and Hurricane Agnes dealt a deathblow to the Maryland portion of the line, which is now a bike trail. Even the section of the line between New Freedom and York waited for years before the

State of Pennsylvania repaired bridges and restored rail traffic to the line. So, I was excited to have the opportunity to run this line that I'd heard so much about.

As I entered the beautiful little town of New Freedom, Pennsylvania, from the west, snow flakes were flying here and there amid the early morning sunlight. "It's going to be a cold run today," I thought to myself, followed quickly by the thought that there probably wouldn't be anyone foolish enough to try running in an open car. Sure enough, when I arrived at the station, I saw no open cars, although I was told that one member of the organizing committee had operated his open car over the line the day before to allow a local access cable television crewman to produce a video for the station.

When I arrived, a few cars were already there, and warmly dressed individuals were

(Continued on next page)



*This photo was taken November 15, 1992, at New Freedom, PA, before the NARCOA meet on the former Northern Central/PRR main line now owned by York County. From left, Mike Billet's ex-UPRR MT14-M, John Mower's ex-B&O S2, Quick Carlson's ex-LVRR M9, and Henry Herman's ex-MPRR M19.*

Photo by Mike Billet

## NORTHERN CENTRAL

(Continued from previous page)

offloading railcars and getting ready. In a little while there were quite a few more, so I took a few moments to look over the interchange track with the nearby Stewartstown RR, which is laid in 60-pound rail. Not often you see rail that light anymore, but the solutions created to achieve a connection with the Northern Central's 130-pound mainline rail were interesting to see.

Pretty soon, my ride (in the form of my sister and her husband) arrived, so I helped them get ready for the day's activities, interspersed with visiting with old friends and meeting new ones. (I'm convinced that's one of the great benefits to railroading.)

Shortly thereafter, Henry Herrman called everyone over for a safety briefing and outline of the day's activities. Boy, what first class planning: a strip map of the entire line, complete down to mileposts, all the bridges, and sidings.

Then, we were off, the mainline rail creating a smooth and steady ride. I wondered why the Stewartstown RR let their lease to operate over this line lapse at the end of September, and what the future would hold for the line, so rich in history. Pretty soon, we saw the first of several bridges that the State of Pennsylvania had rebuilt to put the line back in service after Hurricane Agnes had done so much damage in this valley in 1972. They were easy to spot, since the Northern Central had double tracked the line at one point in its history, but all the new bridges were built as single track, which the line now is.

At Hanover Junction, you could clearly see the square wooden building where the photograph of Abraham Lincoln was taken as he headed to Gettysburg to dedicate the National Cemetery there, and we stopped to place lunch orders at the historic building in Hanover Junction, which would be picked up on the return trip. In fact, if you could remove the modern cars and electrical wires, it was easy to imagine that you were in the 19th century as we rode through towns like Glen Rock. This feeling was more pronounced at the 300-foot-long Howard Tunnel, with the rock strata standing exactly on end at one portal. The photo of the tunnel which appears in the Northern Central book shows an American type steamer at one end. It looks just the same today.

We soon reached the end of the line at Hydes, turned the cars, and headed back for lunch. Since it was so cold, we ate in the adjacent Fire Hall at Seven Valleys. The warmth of the building and the welcome we were given by the firemen on duty made for a better opportunity to talk and to shake off a little of the late fall chill. The fireman showed us an 1802 hand pumper and a 19th century hose reel they have from the old days.

The meet was scheduled so that at least one run was to be made of the 17 miles each way between Hydes and New Freedom; however, there were a sizeable number of those who made a night run after the first trip arrived back in New Freedom.

Thanks are due to Henry Herrman, his organizing committee (who ensured a hassle-free, well-organized event), and to the Rails to Trails Committee of York County, for whose benefit this meet was organized. We look forward to more opportunities like this one!



***Jared Davis sent this photo of his M19 built in 1948 for SAL Rwy. and relettered for the Central of GA. The car is shown here in October 1991 on the last remaining 20 miles of the Southern Railway between Waverly Hall and Warm Springs, GA.***

Photo by Richard Thomason

## 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 22205-2310. Thank you!*

**FOR SALE:** Fairmont 0307 equipped vehicles: two 1983 GMC one-ton utility body pickups, one open bed, the other closed bed, 6.2 diesel, automatic, good running condition, 18 mpg, need cosmetics; 1983 CHEVY 3/4-TON SUBURBAN: 350 V8, air conditioned, automatic, runs great, interior nice, ride in style!, 100-watt, 128-channel railroad radio included, \$5900; 1984 GMC ONE-TON STEP VAN/platform body with toolboxes as used by track inspectors, many new parts, runs good, \$3200. Jeff Ciccone, P.O. Box 431, Absecon, NJ 08201. Phone: (609) 641-2594.

**FOR SALE:** Railrod II, 3 hp Briggs engine, new seats, cover, light weight, easy to handle. Transport on top of your car, \$800; FAIRMONT ST2, ex-B&O, complete, needs total restoration, \$800. Fred Fisher, 6941 Walnut Avenue, Pennsauken, NJ 08109. Phone: (609) 663-4565.

**FOR SALE:** Starting wheel for M9 or M19 Fairmont. Brand new copy of 12" wheel, turned from AL plate, not cast. Better than original. Crank tube fits perfectly to engine. Not painted. Includes proper mounting tube for side of car, with spacers, complete \$175 (includes U.S. shipping). One only! Ron Zammit, 469 Campana, Arroyo Grande, CA 93420. Phone: (805) 489-5724.

**FOR SALE:** Fairmont S2, rail up restoration, new everything! Low hours on new Fairmont RQD engine, ready to go anywhere. \$3775; FAIRMONT ST2 - AA, mechanically good, needs cosmetic restoration, engine professionally rebuilt, new glass, new electric system, 170-mile trip in October, runs good, \$1375; FAIRMONT PARTS FOR SALE: S2 piston rings, .040 over-size, \$12/set, new ST2-AA crank, \$65, four 14" Fairmont wheels, show wear, \$45. Robert Bolster, P.O. Box 686, Elkton, KY 42220. Phone: (502) 265-5356.

**FOR SALE:** MT 19/14 cars in running condition. Also, lots of parts. Send SSAE to: Tom Shelnett, 344 Bradley, Woodburn, OR 97071. Phone: (503) 981 - 3722.

**DIVERSIFY** your railcar collection: Alaska RR A4s and A6s, need new engines, \$500. Low cost shipping available. Don Piercy, 17302 SE 45th Street, Issaquah, WA 98027. Phone: (206) 643-8027.

**WANTED:** Hubs or wheels (with riveted hubs) for 1 7/16 inch axles. William A. Kozel, 23 Lee Avenue, Rexford, NY 12148 - 1209. Phone: (518) 399-5836 (after 4 p.m.)

**WANTED:** Fairbanks Morse "push to start" Model 28 or Model 30 speeder. Hollis Button, 1025 W. Parr Avenue, Campbell, CA 95008. Phone: (408) 378-0436.

**FOR SALE:** 1923 Buda, rough, \$250; FAIRBANKS MORSE opposed two cylinder, rough, \$250; FAIRMONT QB, wood frame car, rough, \$250; FAIRMONT small steel car, no engine, good condition, \$250. Will also consider trades for railroad signals. Joseph Shaffer, 35166 Jason Drive, North Ridgeville, OH 44039. Phone: (216) 353-0764 (till 10 p.m.)

**WINTER CLEARANCE SALE:** Lot #57: four FAIRMONT M14s, fiberglass cabs, some parts missing, all have runable engines, \$900(U.S.); Lot #58: one FAIRMONT M14, no engine, fiberglass cab, one FAIRMONT M14, minor parts missing, has engine, fiberglass cab, \$500(U.S.); Lot #59: One pallet of 15 Tamper railcar wheels, some with ice cutters, calipered 1/4" or better, \$225 (U.S.). The Great Canadian Railcar Supply Co, 1126 Campbell Lane, Kingsville, Ontario, Canada, N9Y 2G4. Phone: (519) 733-5403. FAX: (519) 944-2420.

**FOR SALE:** Kalamazoo Model 27W motorcar, Serial #5089, dates from the late 1940s, with fixed side steps, riveted wheels, and 4-cylinder gasoline engine. Good drive train, wheels, and brakes. needs engine work and paint, \$750; INTERNATIONAL LOADSTAR 1600 single-axle dump truck with Cox hi-rail gear, and Koenig three way dump body. 1968 model, IHC gasoline

engine and four-speed transmission. Over \$2000 in recent electrical system and brake repairs, fair to good condition, \$5000; PUSHCAR (trailer) with wood frame and deck. Fairmont 16" pressed steel wheels, 1 15/16" heavy duty axles and bearings, 3,000 lb. capacity, ex-B&O RR, \$300; TRACK TOOLS, large list, including rail benders and pullers, call or write for updated list. Dave Williamson, 333 Lancaster Avenue, Apt #204, Frazer, PA 19355. Phone: (215) 296-5584.

WANTED: Seat frames for Fairmont M19 or M9, also headlight housing and bracket. Bruce G. Saylor, 2836 Leon Avenue, Audubon, PA 19403. Phone: (215) 666-6572.

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

FOR SALE: 1967 Fairmont MT19-A motorcar with Onan 2-cylinder engine. Aluminum car doors and roof, serial #230341, ex-Chicago, Milwaukee St. Paul & Pacific RR, features independently controlled headlights, backup lights, front and rear wipers, horn, gas heater, deadbolt locked passenger side door and keylocked driver side door, excellent operating condition, also one PUSHCAR, 5'10" by 7', asking \$4000 for both. Allen L. Riggins, Sr., 2001 Wheaton Avenue, Millville, NJ 08332. Phone: (609) 327-1380.

WANTED: Fairbanks Morse Model 28 or Model 30 parts. Hollis Button, 1025 Parr Avenue, Campbell, CA 95008.

FOR SALE: Fairmont M9, open car, front, no top, engine free, needs wood replaced, \$900; FAIRMONT M19, front and top, rare car with Fairmont electric flywheel starter, ROC engine, 6 volt system, decent collector car, \$1900; FAIRMONT MT19, three ex GM&O RR cars, all run, two have front, top, and backs, one has top and front only, some have two seats, some only one, need minor work to have a great piece of railroad history, \$1600 each; FAIRMONT MT14, front and roof, car runs, car bucket seats, privately built signal maintainer car, store inside, nice car, \$1600; FAIRMONT A5 gang car, 1800 lbs., 4-cylinder engine with 4-speed transmission,

front and roof, engine runs, needs general work, great tourist railroad work car, \$2500. Pictures of these cars available. Send \$1.00 and SSAE for xerox copies. FAIRBANKS MORSE 40-B ex-Reading RR car, needs major restoration, \$400. Other cars and parts available. Loose Caboose Enterprises, P.O. Box 365, Lyndora, PA 16045. Phone: (412) 667-7448.

FOR SALE: FAIRMONT motorcars, over 60 cars and various parts available. Call! Brown Rail Road Equipment, Inc., 6715 Ryan Crest Drive, Florissant, MO 63033. Phone: (314) 355-7881 or (314) 741-4850. FAX: (314) 741-1953.

FOR SALE: Reading Fairbanks Morse 40-B, mostly restored, \$1500.00. John Hall, 2711 Pecksniff Road, Wilmington, DE 19808. Phone: (302) 831-3789 days, (302) 995-0649 late evening.

WANTED: Hercules NXB engine or block for Kalamazoo 23-B. John Hall (see ad above).

WANTED: Fairmont MT19 parts, M11405 16" wheels, M16411 brake lining, 100490 and 46592 right and left side seat, 98339 aluminum cab. Ed Wagner, 3431 Richard Street, Madison, WI 53714.

FOR SALE: Fairmont S2-H, former IC #F8434. Paint and curtains are two years old. Car has 12-volt system and runs great. Must sell because of health. Asking \$1,500.00. Jerry W. Foust, Box 636, Venedocia, OH 45894. Phone: (419) 667-4934 (before 11 p.m. EST).

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

**DEADLINE FOR  
SUBMISSION OF WANT ADS  
FOR THE SPRING 1993  
ISSUE IS APRIL 15TH.**

## MORE HELPFUL TIPS ABOUT PAINTING YOUR MOTORCAR

By Charlie Hulsizer

Thought I'd throw my two cents in on the subject of paint and painting motorcars. I've worked with many different kinds of paint and maybe this will help some of the guys.

The variety of paints and painting systems out there today is amazing. I remember when we used to use straight enamel to paint autos. We used a hot plate to heat up the paint gun as hot as we could get it and shoot the paint on hot. This practice used to do a fair job and it also burned down many body shops when the gun got too hot!

If you use a spray gun, you could use acrylic enamel which is moderately expensive but will give you great results. You could go big bucks and use a two-step system with a color coat and then a clear coat system with urethane hardener, but not only will this send you to the poor house, but it will make you sicker than a dog if you breathe the paint dust; it contains isocyanate, which is a poison. Self-contained breathing apparatus is recommended if you use this stuff in a confined area. The two-step system will give you show quality results even if you are not an experienced painter.

I restored an ex-BAR M14 a few years ago. I used an equipment enamel from an auto parts store. This stuff is around \$30 for a gallon of

paint and one gallon of reducer. The guy who sold it to me told me that it's designed for painting rusty tractors, so it sounded good. I used zinc chromate primer which, I understand, isn't long for the world. I got good results with this paint but still got a little peeling off the aluminum. It was easy to apply and dried very quickly. Later, I painted an ex-D&H M19 using John Deere Yellow with no primer; just blew it on. It came out better than the first car! By the way, if you want to you could apply it with a brush. I did find the yellow a little more pale a yellow than I liked, but the customer was happy.

When I restored my 40-B seven years ago, I used an enamel from True Value called X-O Rust. I used acrylic enamel reducer and not only is it durable and dried fast, but it had a filling characteristic that was super.

If you don't have any spraying equipment, I found some super paint at good old K-Mart. It's Dutch Boy acrylic enamel in a spray can. Not only is it great to put on, but it dries in minutes in any weather or temperature and is tough as nails. Believe me, I sprayed the hood on my truck with it and had a heck of a time sanding it back off. This paint is about \$2.30 a can and K-Mart puts it on sale quite often. It's a good sized can and goes a long way.

Hope this helps out.

# THE SETOFF

Box 82, Greendell, NJ 07839



\*  
DICK RAY



POSTMASTER: IF UNDELIVERABLE, PLEASE RETURN TO SENDER.