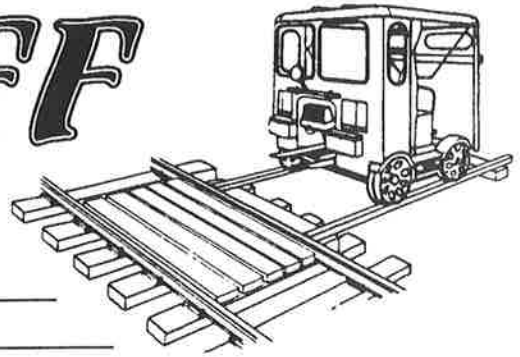


THE SETOFF

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

Winter 1994



Walt Matuch, of Bayonne, NJ, stands beside his Fairmont motorcar at the south end of the ex-Lehigh & Hudson Railway track on Labor Day weekend 1993 at the Susie Q meet. This was the first NARCOA meet on the track since restoration of service to the line in the late 1980s.

Photo by Wray Dudley

Meets

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

March 26: Motorcar meet, Saturday, March 26th on the New Hope & Ivyland RR, 35 miles round trip, 30 car limit, \$20.00 per car. A.A.R.O. insurance required (no exceptions). For information, send SASE to: Bruce G. Saylor, 2836 Leon Avenue, Audubon, PA 19403. Phone: (215) 666-6572.

April 30 - May 1: Two-day Spring motorcar meet on the Lowville & Beaver River/Mohawk, Adirondack & Northern Railroads in northeastern New York State, 238.6 miles round trip. \$60.00 per car, including operator; \$10.00 for each additional passenger. A.A.R.O. insurance required, 30 car limit. For other requirements, information and registration form, send SASE to: Fred B. Furminger, 30 Lou Ann Drive, Depew, NY 14043.

June 18: First ever meet on the Wisconsin Central RR! The 214-mile round trip starts at Manistique, MI, turns at Sault Ste. Marie, MI, and is limited to 30 motorcars. Registration fee is \$85.00 per motorcar. All operators must have A.A.R.O. insurance. Note: the meet is subject to WCRR corporate approval of A.A.R.O. insurance 1994 policy, which has not yet been released. For further information, send LSASE to: Michael J. Paul, 1780 Maricopa Drive, Oshkosh, WI 54904. No phone calls, please.

July 23 - 24: Combined meets on the Lake Superior & Ishpeming RR and Wisconsin & Michigan Ry. No other details are known at this time, but the dates are firm, so mark your calendars now! This will be the first ever meet on LS&I and the second ever meet on the W&M. Further details will follow. LS&I Meet Coordinator is John Valek, (906) 863-7747, and the W&M Meet Coordinator is Mike Paul, (414) 235-2607. A.A.R.O. insurance is required for both meets. For further information, send LSASE to Michael J. Paul (see meet notice above).

The WALKERSVILLE SOUTHERN RAILROAD in north central Maryland sponsors the following events for 1994. For further information, send SASE to: Walkersville Southern Railroad, P.O. Box 651, Walkersville, MD 21793. Maryland's newest shortline railroad is happy to open these events to NARCOA members:

May 21: First Annual Handcar/Steamcar Meet.

June 16 - 17: Railroad Workcamp: trackwork, etc. Motorcars/handcars/steamcars welcome.

June 18: Fourth Annual NARCOA Motorcar Meet.

WILDERNESS TOURS announces the following 1994 tours. For more information, write Wilderness Tours, 622 Oak Street, Cottage Grove, WI 53527, or call Hank Brown at (608) 839-4939:

June 11 - 12: Ontario Northland Railway, leaving out of historic North Bay, Ontario. Cost is \$80 per car with a 30-car limit. A.A.R.O. insurance required.

June 29 - July 6: Canadian National Railway. Cost is \$350 per car with a 30-car limit for this 543-mile round trip to Churchill in northern Manitoba. A.A.R.O. insurance required.

September 17: Canadian National Railway. Cost is \$50 per car with a 30-car limit for a trip down the St. Lawrence Seaway in Quebec. This colorful autumn trip, 92 miles each way, should be a trip to remember. A.A.R.O. insurance required.

HAVE AN RO-C ENGINE? THEN READ THIS . . .

By Stan Conyer

(The following was excerpted from the November 1, 1993 issue of "Hoosier Railcars")

Most folks know that fishing boat seats make good substitutes for seats ordered from Fairmont, but did you know that you can get a chrome radiator cap for an RO-C at Walmart, or that piston rings from an Oliver farm tractor will fit an RO-C engine?

Editor's Notes

By Gene Tucker

Well, Winter has settled into the Mid Atlantic states in a big way, and trackwork for your editor has ceased for the time being. Of course, the fifteen degree temperatures we're having as I write this are nothing compared to the three below zero highs Mike Paul told me of this afternoon in our phone conversation (reminds me of my growing up days in Nebraska!) . . . Stay warm out there, and pray for warmer weather so we can all get out on the rails! I'm getting "cabin fever" already.

A few notes are in order:

1. One or two of you have called about not seeing ads and submissions in *THE SETOFF*. Since our policy is to print everything we receive, it means we're having mail problems again. I think the reason is that this neighborhood has four streets right next to one another with very similiar names, and the postman often gets mail to the right number, but the wrong street (just last month, a neighbor came over with a check that'd been delivered a week earlier to her house. Now that's serious stuff, when it begins to in-

volve money!).

2. We'd like to call your attention to two new notices in this issue: one outlining guidelines for membership in NARCOA, and the other a notice about submissions of ads, stories, and other material for *THE SETOFF*.

3. Ron Zammit wrote to correct the caption on the last page of the Fall 1993 issue: The photo should have said: The shot is looking east on the McCloud Railway in Northern California. The photo was taken by Ron at the Motorcar Operators West "Snow Run" in early 1993.

4. The deadline for the Spring issue is May 5th. (By the way, our New Year's resolution is to have *THE SETOFF* go out on schedule this year!) It's always a pleasure to hear from you!

THE SETOFF

Volume 7 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.

NARCOA Membership

NARCOA Membership is available at a cost of \$10.00 per year. Checks should be made payable (in U.S. funds only) to NARCOA, and sent to:

Joel Williams, Secretary
NARCOA
Box 82
Greendell, NJ 07839.

Membership in NARCOA is renewable annually at a cost of \$10.00 per year. Renewal notices will not be sent at renewal time. Members should renew their memberships each year in the same quarter as their original membership by mailing a check directly to Joel Williams.

Organization News

By Joel Williams

NARCOA has chartered its first Canadian chapter. Located in Windsor, Ontario, they call themselves The Sun Parlor Rail Car Operators Association. For information concerning the chapter's activities, contact Michael McCormick, secretary-treasurer, at 1179 Bruce Avenue, Windsor, Ontario, Canada N9A 4Y5.

Note to foreign members: while we don't often think of Canadians as foreigners, the banks do when cashing checks. Most U.S. banks charge high fees to cash foreign checks--\$25 to cash a \$10 check is indeed a losing proposition. Please use money orders made out to U.S. funds on all foreign memberships.

This year's issue of the NARCOA Roster will be sent to you with the spring issue of *THE SETOFF*. You must notify me by April 1st if you want any corrections made to your listing. There is a form on the last page of last year's Roster you may use, or send a letter to Box 82, Greendell, NJ 07839. Include your name, address, and phone number, and pertinent car information.

Did you ever attend a railcar meet and have someone come up to you with a warm greeting and you can't remember their name? At last year's NARCOA national convention, we tried custom made badges with names and the NARCOA logo. After some experimentation with the post office and mailing the badges, we are now ready to supply these to everyone. You can get your name, city and state so everyone will know who you are and where you're from. An advertisement for the badges appears on the last page of *THE SETOFF*. Get yours soon!

1994 A.A.R.O. INSURANCE INFORMATION IS COMING

If you participated in the A.A.R.O. insurance plan in 1993, you should soon be receiving information on A.A.R.O. insurance coverage for the policy year beginning March 1994.

To enroll or to obtain information about the 1994 plan and coverage provided, contact John Nolan, the plan's administrator, at 39 Tumble Falls Road, Stockton, NJ, or phone (908) 996-3733 for more information.



Guidelines for Submitting Materials for *THE SETOFF*

1. Our editorial policy is to cheerfully publish in *THE SETOFF* all materials received.
2. Materials received for publication are subject to editing for space considerations.
3. Photos and materials submitted for publication in *THE SETOFF* cannot be returned.
4. We cannot publish copyrighted materials such as: photos, posters, cartoons, or articles without written permission from the author or publisher. Written permission must be provided by the sender at time of submission.
5. Meet stories, technical articles and lengthy submissions should be typed or printed.
6. Ads, meet notices, and short articles may be handwritten.
7. Photos should be either black and white or sharp color photos. Photos print best when the subject of the photo is large. A picture of a motorcar sitting atop a bridge, for example, where the image of the motorcar is very small, or blends in with the background of the picture, doesn't print well. Please label the back of the picture as to its subject matter and who took the picture.
8. Finally, send materials to the *SETOFF* editor by the published deadline.

CONFESSIONS OF AN ONAN LOVER

By Dave Fry

It was a bright sunny June day. I was at work, busily loading and unloading scrap iron when it happened. Puff--the electric cable to the magnet burned off. As I went about repairing it, an elderly gentleman backed up to the crane and began to tell me that at one time he had worked around electromagnets when he was still working for the Illinois Central RR.

Having a few minutes to spare, I began to tell him about the motorcar clubs, and that I owned a motorcar and was about to embark on a tour of the West by speeder. When I mentioned speeder he began to tell the usual story from a section man. When he finished he said that one of his neighbors had one in the back yard and had just listed it in the paper for sale. I figured it would probably be worth investigating.

I took down his name and number and that night I called and inquired about the Fairmont that he had for sale. He replied, "Oh, it was sold already," and that all he had left was the railcar. Seems he had a Ford Fairmont for sale also.

I asked a few questions, and came to the conclusion that it was not an Onan-powered car. Now, I have had many discussions about two-cycle cars, and many of them have not been good. In fact, I can remember telling friends that I wouldn't own one. I decided that because it was so close, and because of the price, that I would go take a look at it. I figured that I would play a trick on fate and not take my trailer. Usually if I take the trailer or prepare in advance, it turns out to be a waste of time. Well, my plan worked. When I arrived, I found the nicest (unrestored) M9 that I have ever seen. This car had all the glass, all the wiper arms, lift handles, etc. And to top it all off, the wheels were all 1/4 inch.

I plunked down a deposit and promised to return the next night to collect my new toy. When I brought the car home I put it in the shop and assessed what it needed to become operable--mostly a 6-volt coil, and plug. I called a couple of good friends and asked them the particulars of starting one of these beasts, then borrowed a coil from a tractor collector.

I first drained the fuel tank and mixed fresh

fuel. Then I unwired everything except the coil and timer. After a few hours of no buzz, I finally managed to get a good spark, and decided to try and start the engine. I cranked and cranked and cranked and didn't even get a pop. After some investigating it was discovered that fuel wasn't getting through the carb. After pouring fuel into the breather I did get it to run. What a triumph! After it had been sitting in a back yard for eight years, and being considered for a giant flower garden, my M9 was running. I was so proud and, yes, I did like the way it sounded.

I decided to have the carb rebuilt, so I called Fairmont and ordered a rebuild kit. After a few weeks I installed the new carb, mounted the coil inside the body of the car, rewired everything, fabricated new tool boxes, and painted the car bright red in honor of the Green Bay and Western RIP.

Next it was time to take the car to a meet and become a member of the elite "one-lunger" club. I decided to take it to the Iowa Army Ammunition ride because of the short distance and the slow nature of the ride. Later I learned fast is better suited for a belt car.

The car performed well; I didn't even foul a plug. Sunday's ride was on the Appanoose County RR, which was much faster paced, and a great ride for an M9. I was able to open the car up to full throttle and let it run. I was surprised at the sound it makes; reminds me of a garden tiller, I must say. I thoroughly enjoyed every aspect of running this car; it was really fun! I did foul one plug in the afternoon, probably a result of pooching around the army plant the day before.

Another humorous part of the ride was when a T.V. film crew had set up at the top of a short but steep grade where the Burlington and Rock Island connected. We had stopped at the bottom of the hill. When I started the car I forgot to advance the timer. We barely made it up that hill, and now all of Iowa thinks my car is a pooch! I guess now the hard part will be to decide if I should take the Tomah Cab or brave the elements in the M9. To all you Onan Lovers I have just one thing to say: You guys don't know what you're missing . . .



At left is Bob Schuknecht's M19 on an inspection run for the proposed "Canadian Railcar Park." Track is CSX south of Old-castle, Ontario, Canada.

At right is a 1978 Jeep Cherokee hy-railer belonging to W.D. Hamm of Hanover, PA, pictured at Glen Rock, PA, on the Northern Central RR.



Below, three M9s and one M19 at the old NYC/D&M yards in Cheboygan, MI.

D. Elliott photo



At right, Larry Moe (near side in photo) poses with his brother Karl Moe in an ex-C&NW M19, c. 1949, at a fall 1992 NARCOA meet on the MNVA RR at Belview, MN.



Below, Quick Carlson, of Brandywine, MD, took this picture of Lloyd James and Dick Wilhelm, both of New York, as they were getting ready for a November 1992 run on the Northern Central at New Freedom, PA.



Draisinen in Deutschland (Part I)

By Stefan John

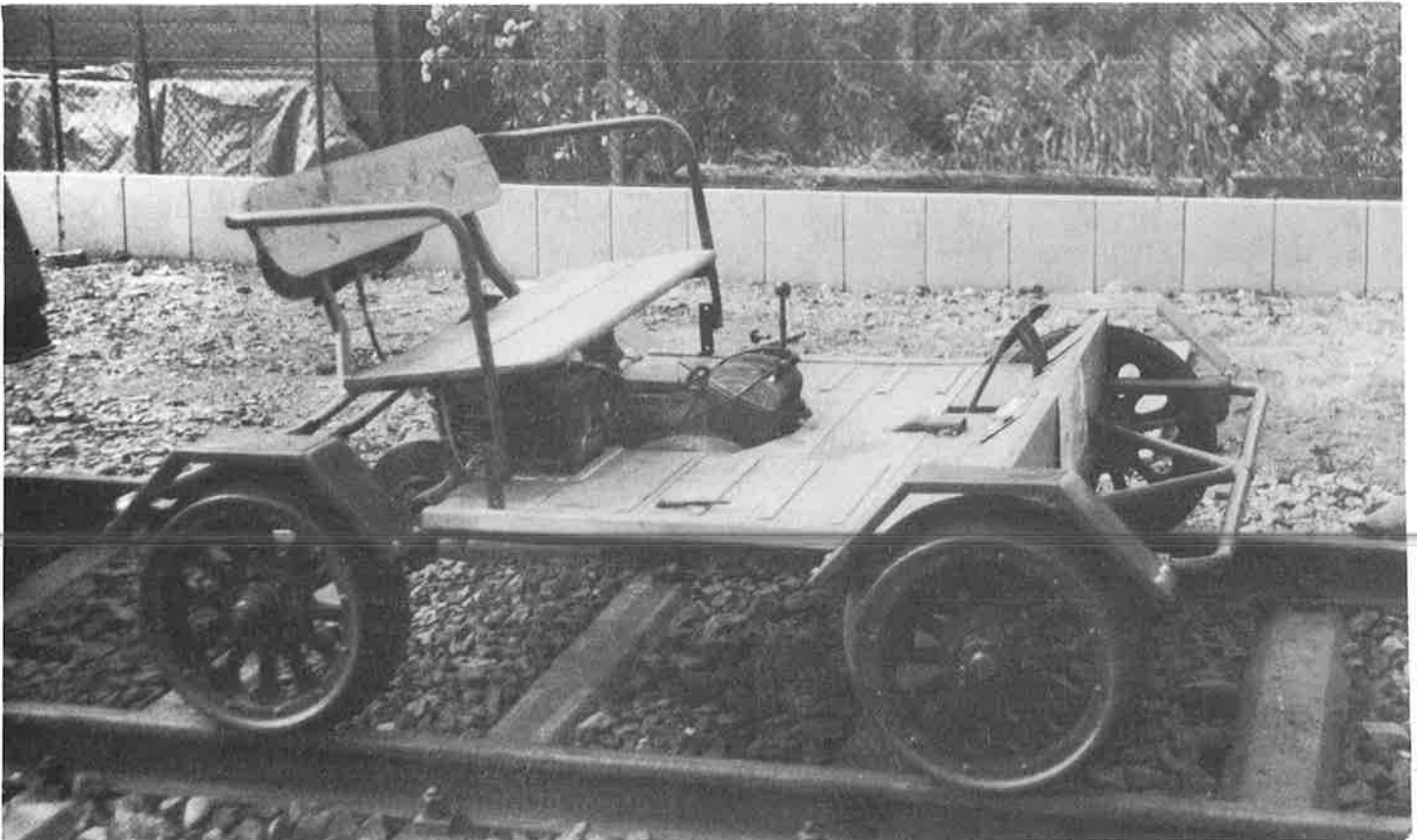
For over eight months, I have been corresponding with *SETOFF* Contributing Editor Doug Leffler regarding the hobby of collecting, restoring, and operating railway track cars. During these months of correspondence he has sent along photos of his track cars as well as provide information about how NARCOA was started and is currently organized today. He also sent me some back issues of *THE SETOFF*, and has kept me informed of various NARCOA meets over the last several months. Recently he asked me if I would write an article about the track car hobby here in Germany.

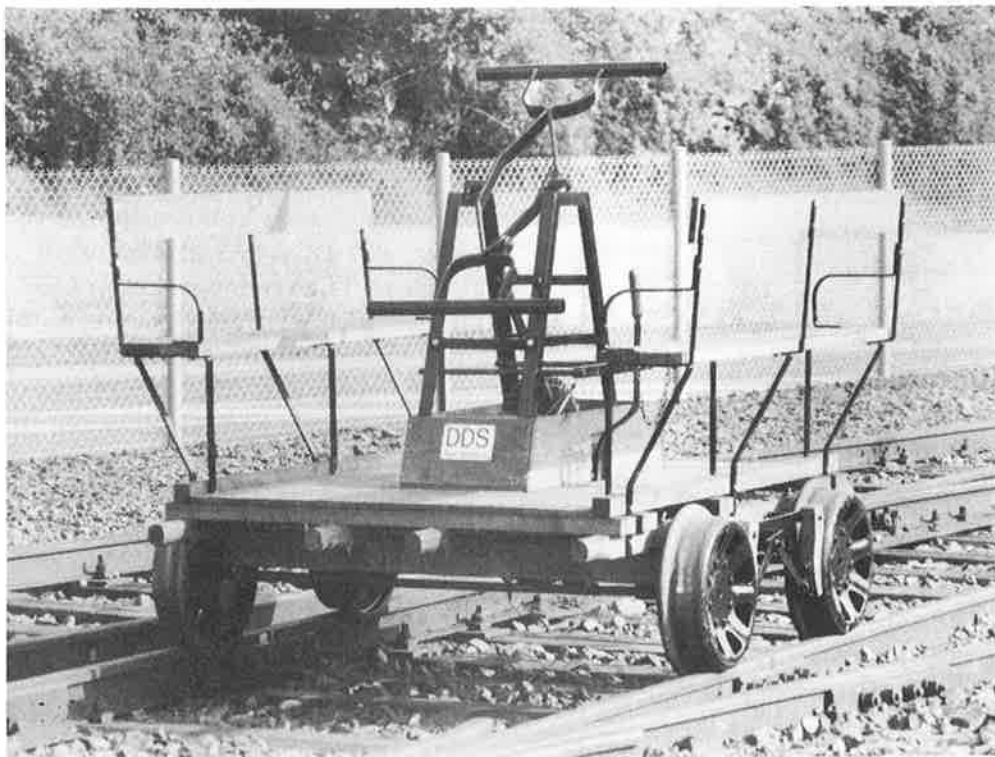
For this article, I would like to provide you with a description of a particularly special collection of railway track cars here in Germany. This collection represents examples of nearly every type of track car large and small once found on almost every railway in Germany, as well as neighboring railways in Switzerland and Austria. In our country, these cars are known collectively

as "Draisinen" (as a plural, the word Draisinen is pronounced: dry-zee'-nun; in its singular form, Draisine, it's pronounced: dry-zee'-nuh; Ed.). The official name of our collection is known as the Deutsche Draisinen-Sammlung (DDS) (or, in English: German Track Car Collection). The DDS is organized and operated by the Eisenbahnfreunde Wetterau, e.V., in Bad Nauheim, Germany. My role in the group is naturally directed towards the track car acquisitions, restoration and operation.

For those of you not familiar with the German language, a couple of terms should be explained. The word Eisenbahn means: railway. "Eisenbahnfreund" is translated literally: "railway friend," or what you call rail fan. Several of us in the Eisenbahnfreunde Wetterau group are not only rail fans but also "Draisinenfreunde",

Below, the Klv 01, ex-Regentalbahn, powered by a two-cylinder Adler engine.





At left, the "Handhebel-Draisine". Note the benches for extra riders.

(track car friends/fans) as well. But, before I go into detail about our collection, I think it would be appropriate to provide some background history about the development of our Draisinen.

Historical Background

In the early 1800's, the seeds for development of what we today call the Draisine began when Forstmeister Freiherr Karl Friedrich Drais of Sauerbronn (1785-1851) invented a land-based, velocipede-type vehicle. This small hand-operated vehicle was later tested on the rails, and became the forerunner of what was to be known through the years as the Draisine. As the further development of the Draisine progressed towards the turn of the century after the death of Herr Drais, numerous manufacturers immediately recognized the worth of such a machine for the German Railways. By 1920, the Draisine had progressed to a design similar to American hand cars; we call them "Handhebel-Draisine," the word Hebel meaning "lever." These highly successful track cars were built in great numbers, and were assigned to all mainline and branch line railways here in Germany. Today, we have one of these early Handhebel-Draisine in our collection for visitors to operate on our short display trackage.

The principle manufacturers of the Handhebel-Draisinen were the Gesellschaft für

Bahnbedarf in Hamburg, and Brennabor Brandenburg. Additional manufacturers in different regions of the country built the Handhebel-Draisinen also, but in smaller numbers. Parallel to the development and manufacture of the Handhebel-Draisinen were the Fahrrad-

Draisinen; Fahrrad meaning "bicycle," or track bike. The Fahrrad-Draisinen were built with either a single seat, side by side seat, or a front and rear seat.

Draisine Development during the Deutschen Reichsbahn-Gesellschaft (German Reich Railway Co.) Era

Additional development of the Draisine occurred during the 1930's with the design and manufacture of the first motor-powered Draisine. This first design was designated the KlV 01. The design was very simple, with an open frame, a two-person bench seat and a single cylinder 4-12 hp motor with either a 2- or 3-speed gearbox. The wheels were wood-spoked, with steel tires. These cars were capable of running at about 18-20 miles per hour. Although originally open cars, many of the KlV 01s were later outfitted with leather weather curtains or wind screens.

The next model to be developed was the KlV 04, a three-person car with a 24 hp motor, and a larger carbody. Until the 1950's these two models were the principle cars used on the Deutschen Reichsbahn-Gesellschaft and successor Deutsche Bundesbahn (German Federal Railway) in West Germany. In the former East Germany, similar models were developed, including cars for the 750

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Draisinen in Deutschland (Part I)

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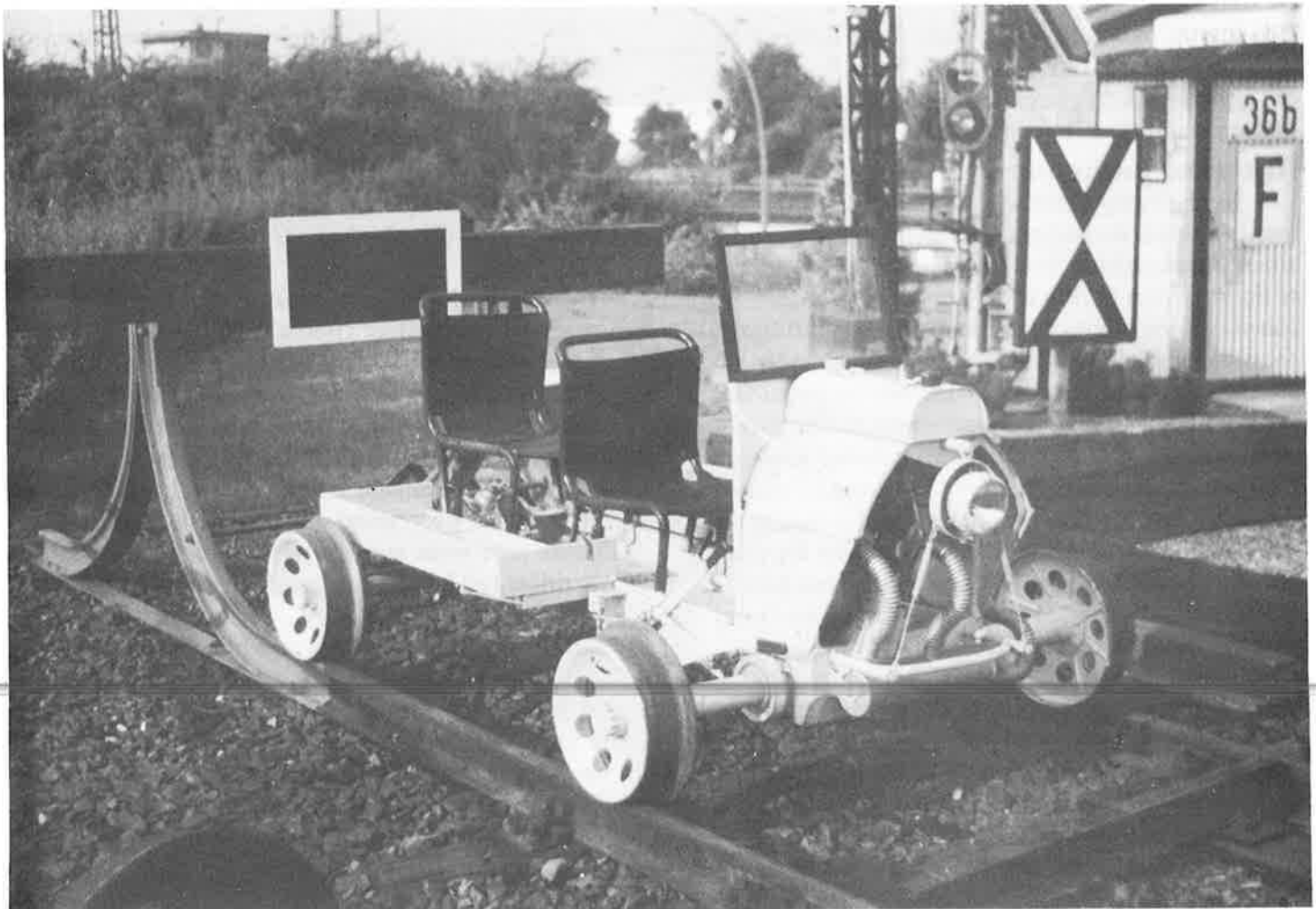
mm narrow gauge railways. I have included a photo (shown below) of one of these simplex type cars; they were built by Draisinenbau Hamburg and Sternburg (later FKF Frankfurt/Main).

Development after 1950

By the early 1950's the tried and true Handhebel-Draisinen and early KlV models had reached the end of their careers on the West German Deutsche Bundesbahn (DB) and the East German Deutsche Reichsbahn (DR). By 1952, the DB had under development, through various railway equipment manufacturers, the KlV 11 and KlV 12 Draisine. The model KlV 11 had a door on each side, and seating for the operator and 4 passengers. The model KlV 12 car was termed a "Bahnmeister" (railway "master", or inspector)

car which had a single door, and seating for the operator and 2 passengers. These cars were also outfitted with a rear door for tools and material. Both cars were equipped with Volkswagen 24-27 hp "boxer" motors, and a 4-speed transmission like the VW "Beetles." The transmission in the KlV 11 was equipped with a reverse feature, so that long-distance reverse-running could be accomplished in all four gears. The KlV 11 had two slightly different chassis variations, while the KlV 12 had three different versions. Even though there were minor differences between manufacturers, the technical and performance data were nearly alike.

Additional models such as the KlV 09, KlV 10, and KlV 20 were also developed. The KlV 20 was the railway version of the familiar VW Bus.



The KlV 04, a three-person car with a 24 hp engine. This one is an Austrian ex-ÖBB.



A KlV 11 in front with a KlV 12 behind it, both ex-DB.

The DB placed 30 of these VW bus units in operation. By far the most prolific cars used on the DB were the KlV 11 and KlV 12 models, with the last production units coming off the assembly lines in 1962.

Over on the DR in East Germany, the 1960's saw two new Draisine models being developed in the DR Entwicklungswerk (FEV) in Blankenburg in the Harz Mountain region. These cars were designated Gleiskraftrad (Gkr) Type 1 and Type 2, and were three-person cars with an enclosed cab and outfitted with a Trabant motor. The Gkr Type 2 was a modified Simpson-Kleinroller KR 50.

The End of the Draisinen

By 1980 the end of the Draisine on the DB and DR was near. The Handhebel-Draisinen and Fahrrad-Draisinen were long taken out of service and many were scrapped. The lightweight KlV 01, and KlV 04 models were seldom used in recent years, and they likewise were either scrapped, sold, or given to railway museums. The KlV models 11 and 12 didn't fare much better; they, too, were relieved of duty, with many of them going to railway museums. The only two Draisinen still in service by the DB, as of this writing, are two narrow gauge cars in service on the North Sea island Wangerooge. They are used to carry the ship captain to work at the pier! These cars, too, will likely be taken out of service

when major repair work is required. Hopefully they will be offered for sale to interested rail fans or railway museums.

New Location for Remaining Draisinen

At the beginning of the 1980's, many fans of the Draisinen were concerned about the

fate of the remaining cars on the rosters of the DB and DR. Consequently, numerous railway museums acquired these cars early on, due to reasonable prices asked for by the railways. Some of the private railways in Germany also acquired these cars. Presently, however, the costs for the Draisinen have escalated greatly. At many museum locations, the cars have been restored and they operate during railway festivals and the like.

The Deutsche Draisinen-Sammlung (DDS) in Bad Nauheim

For many years now the Eisenbahnfreunde Wetterau e.V. (EFW) in Bad Nauheim has become the principle location in Germany for the restoration, preservation, and operation of Draisinen. Our first car was acquired in 1979. Of course, at the time we were like many railway museums, and a Draisine for the collection was considered "normal." However, in 1982, we had the opportunity to acquire two additional rare models, and the members of the EFW got the idea for an expanding collection of Draisinen. Thus became the Deutsche Draisinen-Sammlung. In the coming years we hope to expand our collection even further.

The EFW also sponsors short excursions on the Butzbach-Licher Eisenbahn (BLE), which is about 30 miles north of Frankfurt/Main. We

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Draisinen in Deutschland (Part I)

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started these excursions originally with one of the BLE's diesel locomotives, but since 1990, we have used an 0-6-0 steam locomotive. The income from these trips is really what provides funding for the Draisinen collection. In 1985 some of the funds were used to erect a shop building capable of housing nearly 20 cars. The shop has 3 tracks leading into it, where restoration work can be performed during inclement weather.

The DDS currently has 38 Draisinen in the collection, as well as 17 Rottenkraftwagen (gang cars) and their associated trailers. The cars come from a wide range of manufacturers and designs. We have four different versions of the KlV 01 and 04 models, as well as various KlV 11 and 12 models. In addition, we have two of the VW bus KlV 20 models, and various cars from branch line and short line private railways that have different paint schemes other than DB. As for foreign Draisinen, we have four cars from the Österreichische Bundesbahn (ÖBB)(Austrian Federal Railway), and three cars from the



Above, a KlV 20, ex-DB, Volkswagen van-hy-rail vehicle.



Deutsche Draisinen Sammlung

Schweizerische Bundesbahn (SBB) (Swiss Federal Railway). Additional acquisitions include a Turmtriebwagen (cupola gang car), Rottenkraftwagen of the KlV 31, 51, and 52 variety, two Skl Schönevide from the DR, and two old switch tampers from a private track building firm.

Viewing the DDS Collection

Surely many track car enthusiasts would desire a tour of the DDS at Bad Nauheim; however, for most of you this would be very unlikely. If any of you have the opportunity to visit Germany, please stop by and visit us; we

would love to meet you.

For those of you who would be interested in a detailed account of our acquisitions, we offer a 150-page book with descriptions and photographs of our collection at the DDS. In addition, the book has an additional 100 pages with complete descriptions of Draisinen and Rottenkraftwagen of both the DB and DR, and 30 additional pages on Draisinen of the ÖBB and SBB. The book is titled: "Vom Schienenfahrrad zum Turmtriebwagen;" it is in the German language, and is available from the Eisenbahnfreund Wetterau e.V., Postfach 1212, D-61212 Bad Nauheim, Federal Republic of Germany, or from me, the author, Stefan John, Haupt Strasse 163, D-65760, Eschborn/Ts, Federal Republic of Germany. The cost of the book is DM 59 (approx. \$36.00) plus DM 25 (approx. \$15.00) for shipping to the U.S. (Most U.S. banks can provide bank drafts in Deutsche Marks for a fee; Ed.) In the next edition of the book I hope to include photos and technical data on U.S.-built track cars. Therefore, I would appreciate any contributions that any of you would like to make towards this effort. In the next issue of *THE SETOFF*, I hope to write about our Draisinen-Treffen (track car meets) that we have here in Germany.

"BEVERCAR" A RARE FIND AT CN RAIL IN ALBERTA

By Ted Monck

On July 19, 1993, a friend and I went on a motorcar shopping trip at C N Rail yards in Edmonton, Alberta. I was planning to purchase three MT19s with fully enclosed cabs. There was a fellow there from C N Rail giving us a guided tour and telling me all the different prices of the cars.

There were approximately ten rows of motorcars. Each row had five or six motorcars, ranging from M19s to Woodings railcars.

I started searching each row for the best cars and picked the three MT19s I liked best. Since I was here I thought I may as well look at the rest of the cars. At the end of the very last row I discovered a very strange looking motorcar. I asked the fellow from C N what in the world it was. He said, "That was a Beaver car." I kept staring at the car and I asked my friend what he thought of it. He laughed and said it was the funniest looking motorcar that he had ever seen.

I was getting interested in the car and gave it a very thorough examination. It looked nearly new and only had 230 hours on the hour meter. It was a very complete car. I asked my tour guide why it was called a Beaver car. He said he didn't know.

The beaver, as it turns out, was used as a logo on the early C N Rail cars, and the beaver is also on the back of a Canadian nickel. But how they put beaver and car together and call this motorcar a Beaver car is more than I can figure out. Needless to say, I purchased the Beaver car and only two MT19s, which is all my trailer could hold.

I talked to the manufacturer on the phone recently, and he said my motorcar is an 1989 model and sold for \$12,000 new. There were only about 200 of these cars produced in four years of operation. Several of these cars went to Newfoundland to run on their 42-inch narrow gauge tracks. My car was one of the last built. Needless to say, I am very happy with my rare find.

The car has an aluminum cab, is 86" long, 65" wide and 81" high, weighing 1,021 pounds. It is powered with an 18 hp Briggs & Stratton twin-cylinder, 694 cc air-cooled engine with hydrostatic drive and an electric starter. The car has hydraulic disc front brakes and a parking brake attached to the brake pedal which is on the floor beside the

accelerator. It also has four air shocks that hold 28 p.s.i., which makes for a very smooth ride. The car has a hydraulic oil heater with a two-speed fan. The oil is heated by running through a device attached to the exhaust system and can be turned off for summer use.

The Beaver car is a two-man car, but I've had as many as four adults squeezed in the cab and was still able to operate it safely. I've had it running up to 40 m.p.h. and it runs just as fast in forward as in reverse. In fact, since there is no clutch, the transmission can be changed from forward to reverse without stopping, but all that does is wear out the wheels from spinning.

I towed an MT19 with three passengers up a 2.5% grade at approximately 30 m.p.h. backwards.

The car averages 30 miles to the gallon, and has a transmission cooler which can be turned off in the winter if not needed.

It has a metal storage or tool box, 62" x 11" x 8" deep, across the front of the car.

The cab tilts forward for servicing the engine and can be lifted up by one person, but preferably by two; the oil can be checked from inside the car.

The gas tank is square and holds about six gallons; it has a hinged device over the filler cap enabling a person to use a padlock to lock the tank.

The engine is set back further than a Fairmont, which makes the back quite heavy to lift by one person. Since it doesn't have a turntable, I will be making longer lift handles. So far, this is the only thing I don't like about the Beaver car.

All going well, I'll be taking it to all the speeder runs in 1994.

A LITTLE HELP IS NEEDED FROM FAIRMONT EXPERTS

Elton Freeman of Iowa has a question for our readers: If a Fairmont M9 came from the factory with 14" x 1/4" x 3 3/8" wheels, and now the wheel tread has worn from 1/4" down to 3/16", how many miles can this car go before the tread wears down to 1/8", the limit for safe riding? Anyone who can help, please contact: Elton H. Freeman, 214 Jersey Street, Prole, IA 50229, or phone (515) 764-2779.

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: Ex-Weyerhauser MT14-L, completely rebuilt, except for paint, \$2,200.00; Ex-B.C. Rail flat top M19H-1, rare car, but runs well, new axle pulley, \$750.00; M19-AA conversion kit, RKB twin (good) with exhaust manifolds and twin coil, &700.00; EXTRA PARTS: condensers, traction tires, manuals, brake parts, shoes, chain, good used buzz boxes, coils, and more. Ask! Contact: Kelley Morris, 11008 210th Street, SE, Snohomish, WA 98290. Phone: (206) 668-1100.

WANTED: Brake shoes for a 20-inch Fairmont wheel on model S2-D motorcar. Also, 8" toggle arms, adjustable and non-adjustable. Contact: Bruce Tracy, P.O. Box 126, Locke, NY 13092.

FOR SALE: Fairmont MT14-A with turntable and cab, \$3,200.00; two MT14-A cabs, \$1,750.00; four MT-18A cabs, \$1,750.00 to \$2,500.00. Contact: Dan Bryan (217) 357-3128 (days) or (217) 357-6610 (9 - 10 p.m. CST).

WANTED: MT19A-1 right side seat and frame; 1969 Fairmont plastic seat backs; original tool kit. Contact: John Wilson, RR#1, Box 81M, Stoddard, WI 54658. Phone: (608) 788-7305.

FOR SALE: Large (approx. 8 foot tall) main switch stand. \$160.00. Must pick up or arrange shipping. Contact: John Wilson (see ad above).

FOR SALE: Milwaukee Road (Ex-Soo Line) MT14, professionally restored. Has four boat seats, four headlights, backup lights, strobe, auxiliary power, large rear window, and all steel rear end. Has made the Algoma Central run with no problem. Runs good! \$1,800.00. Contact: Dave Fry, W5077 Advance Road, Monroe, WI 53566. Phone: (608) 325-5865.

WANTED: Eight to 12 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: Tent camper with brand new canvas. Designed to be towed by compact cars, this lightweight aluminum, fold-down mini-camper has a 6'6" x 4'10" body (9'6" total length), 8" wheels, and a tire track that will fit perfectly in the foot wells of an M19 car frame. If you want a TOFC candidate to tow behind your motorcar, this is it! \$750.00 firm. Contact: Mike Paul (WI) (414) 235-2607.

WANTED: M9 parts: front safety rail, part no. M28933, or switch, part no. F1421. Contact: Dennis D. Deeser, 126 Saratoga NW, Canton, OH 44708.

WANTED: American Bosch 12 volt wiper motor; manual for MT14-A. Contact: Tom Vaughn, 2016 Village Road, LaPorte, IN 46350. Phone: (219) 324-3494.

FOR SALE: Fairmont S2 speeder (has the larger single lung engine) from Paducah & Louisville RR (Kentucky). Asking \$600.00 or offer/trades. For more information, contact: Gary Brogan, 907 Kraak Road, Marshall, WI 53559. Phone: (608) 655-4188 (late evenings).

WANTED: Vintage motorcar: Buda - Fairmont - Sheffield - Adams - Mudge, or what have you? Standard or narrow gauge okay. Also, motorcar wheels, wood with iron hubs and rims, books and advertising materials on old motorcars. Contact: Vic Cross, 3282 Old Quarry Road, Wever, IA 52658-9513. Phone: (319) 528-4369.

FOR SALE: Ex-CP motorcars with fiberglass cabs: One MT14, one M14, one M19, \$950.00 each. Contact: Jim Odekirk, Flying "O" Farm, Argonne, WI 54511. Phone: (715) 674-6842, or Lowell Odekirk, 446 Western Avenue, Fond du Lac, WI 54935. Phone: (414) 922-2463.

FOR SALE: Parts for Fairmont motorcars at less than factory. New and used. Send LSASE to: Richard Wilkens, 3901 191st Place SW, Lynnwood, WA 98036.

FOR SALE: Rubber tread wheels for M9, \$60.00 each (your car must have flange brakes). Contact: Ron Zammit, 469 Campana, Arroyo Grande, CA 93420.

FOR SALE: MT19 and MT14 cars in running condition. Also lots of parts. Send SASE to: Tom Shelnutt, 344 Bradley, Woodburn, OR 97071. Phone: (503) 981-3722.

NEEDED: Manual or copy for rare Fairbanks-Morse 40-B motorcar with two-cylinder opposed engine and friction drive. Contact: Hollis Button, 1025 W. Parr Avenue, Campbell, CA 95008. Phone: (408) 378-0436.

TRADE: 1920s Adams Model 110A, restored and running, possibly the only survivor, for interesting motorcar of the same era. Contact: John Beck, HC06, Box 9, Mandan, ND 58554. Phone: (701) 663 - 7399.

FOR SALE: Pushcars (trailer cars), Fairmont, steel and wood frames, with 16" wheels. \$100.00 to \$150.00. Contact: Carey Boney, c/o Rockfish & Pender Railway Co., 1605 Powers Road, Wallace, NC 28466. Phone: (910) 285-7489.

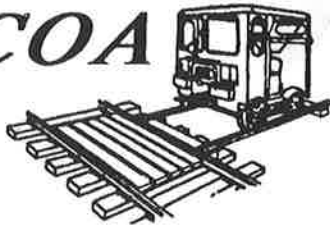
FOR SALE: 1952 Fairmont S2-H, former IC #F8434. Car has curtains and 12V electrical system, runs great. A lot of room for those long runs. Asking \$1,500.00, price negotiable. Contact: Jerry Foust, Box 636, Venedocia, OH 45894. Phone: (419) 667-4934 (before 11 p.m. EST).



Branford Steam Railroad M19 #179763, belonging to Dirk Ras of North Branford, CT, is shown in front of the station in June 1993 during the fifth annual track car meet at the Hobo Railroad in Lincoln, NH.

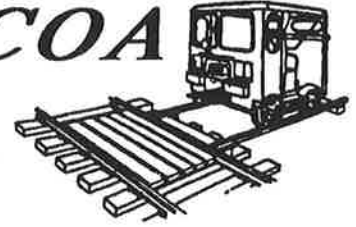
NARCOA BADGE ORDER FORM

NARCOA



JOE DOAKS
BUZZARDS CRAW, NV

NARCOA



BARRY
FARQUHART
FOWELMOUTH, NH

Badges are 10 mil plastic laminate (thickness of credit card), with locking safety pin on back.

First Name:

Last Name:

Town/City: State:

-- OR --

City & Province: , Canada

Send completed badge(s) to:

Name: _____

Address: _____

NO. BADGES ORDERED _____

AMOUNT ENCLOSED \$ _____

**SEND COMPLETED FORM AND \$2.00 FOR EACH BADGE TO:
ED BUSH, 948 FREDON RD., NEWTON, NJ 07860**

THE SETOFF

Box 82, Greendell, NJ 07839



*
DICK RAY



POSTMASTER: IF UNDELIVERABLE, PLEASE RETURN TO SENDER.