

## 25 IDEAS FOR EQUIPMENT

By Jeremy Winkworth & Wayne Parsons

(Submitted by Mike Paul)

1. Buy a 30-ton floor jack as one of your first tools. It will be very useful. Also get 4 jack stands.
2. Cut up an old plastic tarp, to make a 4' X 6' ground sheet, for working on your car when on a run.
3. Have a couple of wires with alligator clips on each end, in your tool kit; these are most useful to quickly wire around a bad switch to get the motor running or the lights working.
4. Spare parts (must have) on board: a new chain already cut to length for your car, with 3 extra offset links and two master links.
5. Also: new spark plugs with the gap already set, and a spark plug wrench.
6. Also: complete new Onan fuel pump assembly (if you haven't replaced the OEM pump with an electric pump).
7. Also: chain lube: PJ1 from any motorcycle store is suggested.
8. Also: paper shop rags or paper towels.
9. Carry a stopwatch to clock your speed, based on mileposts and the following formula: Divide the number of seconds in an hour (3,600) by the number of seconds it takes to travel a mile. The result is miles per hour (mph). For example, a 180-second mile = 20 mph. Prepare a chart on a file card to carry in your pocket.
10. Carry a small dog bed; this is the perfect item to "catch" your glasses, camera, ear muffs, stopwatch, flashlight, etc.
11. Install a gas tank protector on the rear of your car, for protection in the event of a collision.
12. Add a bumper of some kind on the front, to protect the engine pulley and flywheel in the event of a collision.
13. Have a spare parts box in your truck for long (several day) excursions. This box should include a new fuel glass bowl, fuel filter, and fuel line (check your size: 1/4", 3/8", or?) Consider including carburetor parts, new points, and condenser.
14. Your motor doesn't burn oil? Carry extra anyway. You might lose some (or all) with a blown oil line. Carry 1/4" fuel line, as this is used for oil pressure line on CCKBs.
15. Take rain gear. Have a spare dry shirt, socks, and complete rain outfit in a bag ready for any change in the weather. Wear layers of clothing at all times.
16. Must carry: bag of nuts, bolts, and washers of all sizes.
17. Carry a rolled-up blanket. Old army blankets are cheap (\$20), and add much to passenger comfort. In hot weather, they are extra padding.

18. Carry a grease gun in the truck parts box. Fairmont recommends greasing the chassis every 40 hours. I say grease the chain idler sprocket every day.
19. Red flags.
20. Flashlight.
21. Fire extinguisher (halon, if you can find it; the powder is hard to clean off the engine after a gas fire).
22. First aid kit.
23. Chocks or chain.
24. Tow bar with secure pins.
25. Your car needs a brake lever-activated stoplight.

This will require the creation of a clever bracket for the plunger switch, and maybe some welding. Get someone else to do it.

## More About M19 Axles

By Steve Healy

(Submitted by Scott Janz)

In my humble opinion I believe that the problem of axle breakage on M19 motorcars is weight and distribution of the same. Of all the breaks I have heard of, a common thread seems to be that they are loaded beyond Fairmont recommendations. For example, an MT19A (base model) weighs 660#. The recommended maximum load is 750#, for a total of 1410#.

Many of the former UPRR enclosed cab models have stenciled empty weight figures greater than 1300#. Such a car theoretically may thus carry only a 110# operator, without his lunch! I have seen two people crawl out of this type of car often, with at least 100# of luggage.

The other problem, I think, is the carrying of trunks fastened to the lift handles, with even more junk. This puts a substantial amount of weight far behind the rear axle, disturbing the center of gravity and thus overloading that axle. Carrying heavy objects that far back also means the front axle is more lightly loaded, and a derailment could occur if the front axle lifts off uneven track.

Remember, the MT19 was meant to be an inspection car, not a gang car. This means one man and his lunch, with possibly a passenger and his/her lunch, generally moving at low speed. These are my un-scientific opinions and pontifications. They are possibly worth only what you paid for them.

### EDITOR'S NOTE:

Excursion write-ups, safety articles, and photos are very welcome. News items are, too. Nobody sent any "letters to the editor," for this issue; we welcome them, also.

One gratifying element in this issue's feature articles has been the emphasis on safety. The trust extended to us by railroad management is a great privilege, especially when excursions are responsibly and safely conducted without escort. The articles emphasize this, and we are grateful!