

Safety

As a lot of you know, some 19 series Fairmont rear axles have been failing. Please check your motorcar's axle by watching the axle ends as you apply the brakes. If an axle end moves more than 1/8 of an inch you need to check further. Lift the car and try shaking the wheel front to rear. There should be no play. If there is play, the wheel bearings may be bad, the rear axle may be turning within the inner race of the bearing, and/or the tubes/bushings which hold the bearing block in place may be worn. Problems with these three items are difficult to fix, but fixing them is better than breaking an axle.

Additionally, you need to check the center bearing support. The best way is to take out the pivot bolt for the center bearing and remove the spring that pushes down on the bearing support. Reinstall the pivot bolt. There should be essentially no play in the center bearing or in the pivot area. Play here allows the axle and drive sprocket or pulley to move forward, stressing the axle. If there is no play, reinstall the spring. If there is play, you must rebush the pivot hole for the bearing support.

Joe Nemmer has an excellent article on this problem elsewhere in this issue. We hope it will give you a clear understanding of the problem, and we will not have broken axles as part of future excursions.

MOW Operators License

Starting in 1994 we will all have to have a license. The first meet is on New Year's Day, so get started! If you do not have a license at a 1994 meet you will have to have a mentor, someone that will operate with you (in your car or next to you in the lineup) and sign for your safe operation for your license application.

1994 MOW License Procedure

To acquire your MOW operator's license, the following steps are

needed:

1. Have a mentor operate with you at a MOW meet. A mentor is someone that has a MOW license, and will "sign off" your operation as satisfactory, meaning you are able to safely operate your motorcar.
2. Have the mentor sign a statement describing your operation plus when and where it occurred.
3. Write Rich Stivers requesting a rule book quiz and MOW Agreement. Include a LSASE.
4. Take the exam as per the instructions, and sign the Agreement in **all** places required. Remember, the Agreement is a legally binding document - know what you are signing. If you do not sign it correctly, it will be returned. Additionally, if you do not put your state driver's license information on the exam, it will be returned.
5. Return the mentor's sign off statement, completed exam and signed/initialed Agreement with a LSASE to Bill Evans for evaluation.
6. Your license will be sent by return mail.

NOTE: If you do not send the LSASE's at the required places, you will stop the process at that point.

NOTE to MENTORS: Mentors are supposed to operate with applicants when requested. You must either ride in the motorcar or adjacent to them in the convoy for at least one MOW excursion. You are then requested to write a few words on your applicant's operation, and give to that person in a sealed envelope. This is to be passed on the Bill Evans for evaluation and issuing of the license.

The following have been licensed by attendance to the McCloud Rule Book class (2/93) and operation test. Anyone on this list can be a new operator's mentor.

Anspach, Denny
Boots, Gary
Brahms, Greg
Connolly, Don
Dohler, Karen
Dominguez, Gil
Dominguez, Janet
Hanson, Glenn
Nemmer, Joe
Norman, Cary
Slivka, Tom
VanLoo, James
VanLoo, Jerry
Zammit, Ron

The following have operated at MOW events and are to be grandfathered or grandmothers (without mentor) into MOW license when the Rule Book test has been passed. When a person on this list has obtained a license, they are permitted to be a new operator's mentor.

Bennett, Gordon
Bennett, Ken
Breitbarth, Don
Brown, Hank
Browne, Jeff
Bush, SR
Butler, Ron
Church, Bob
Cottingham, John
Cousin, Gary
Cowdery, Art
Daily, Marty
Davis, Dana
Decottingnies, Terry
Edgar, Bob
Engriser, Martin
Evans, Bill
Evans, Melonie
Fuller, Dana
Gay, Leo
Graham, John
Hansen, Al
Haugh, Mike
Held, Bud
Harrison, Chuck
Higgins, John
Jarmuz, Paul
Klontz, Julie
Leach, Rick
Lindsey, Kieth
McCormick, John
Mahan, Bob
Mercer, Tom
Milne, Brad

Milward, Steve
Moloney, Mike
Monger, Wayne
Neves, Vic
Newman, Dudley
Norman, Cary
Norstad, Mark
Ozanick, Walter
Radoman, Tom
Stivers, Doug
Stivers, Rich
Thorley, Milton
Towle, Dave
Vogel, Bill
Wellbaum, Tom
Young, Erik
Zell, Sherman

If your name has been left out by mistake, please contact Ron Zammit.

New Hy-Rail Rule to be Considered

The following is under consideration to replace the current Hy-Rail rule. Let your nearest Board member know how you feel about it.

Hi-Rail vehicles will be allowed on MOW sponsored runs only if they are equipped with factory original equipment (including wheel lock) and the host railroad assigns a company Hy-Rail to accompany the run. If an emergency medical technician (EMT) assigned to the MOW event requests a Hy-Rail to accompany the run, the Hy-Rail may run whether or not the host railroad has assigned one to the run.

Golden Gate Transit District Run

by Tom Slivka

The Golden Gate Transit District has agreed to let MOW run on it's San Rafael branch on New Years Day. If you missed the last run, here is a chance to ride on the former Northwestern Pacific's mainline to

Tiburon. Although only six miles long, this line traverses some of the more remote areas of Eastern Marin.

What makes this ride worthwhile is the fact that it is also a fund-raiser! Insurance is paid until March, and the District will let us run free of charge!

The \$25.00 fee will go directly into the MOW Treasury. Here is a chance to have your cake and eat it too!

I've asked Vic Neves to help and challenged him to make the six miles of track more interesting. Mark Norstad will help with the releases and safety checks before we set on. We will publish a roster of those who contributed and rode in the next issue of the Lineup.

Set on will be at 9:00 AM, although motorcars are welcome throughout the day, no pre-registration is required. Simply show up and pay to run with us.

From the south, Take 101 north out of San Rafael. 1 mile short of Hwy 37, take the Hamilton Field Bel-Marín Keys exit. Follow Nave Drive to the Nave Lane bowling alley, look for the tracks and follow the signs. From the north, take 101 south out of Novato. Take the same Hamilton Field exit. Food and restrooms are nearby.

Tuning the ONAN CCKB Carburetor by Chuck Harrison

This article pertains to the side draft carburetor on the Onan CCKB engine.

Over Labor Day weekend at the Northern Nevada run in Ely, I was talking with Ron Zammit. He gave me a project to work on concerning adjusting the air fuel mixture on these Onan engines, without putting first and second degree burns on the backs of your fingers or any other part of your hand that touches or comes near the engine.

Ron suggested something simple, easy, quick and inexpensive. I of

course, jumped on this project with great enthusiasm.

First, let's look at the reason the fuel mixture needle valve must be adjusted. The Onan CCKB is a horizontally opposed two cylinder engine with 49.5 cubic displacement and a compression ratio of 7 to 1 developing 20 h.p. at its rated RPM of 3900 RPM. The carburetor is a simple side draft with a fuel adjustment needle valve and an idle adjustment valve. The air fuel needle valve on the bottom of the float bowl is what we are concerned about.

As we open the valve, we increase the fuel to air ratio and by closing the valve, we decrease the fuel to air ratio. What we are trying to maintain is a fuel to air ratio of 14.7 to 1. This carburetor does not compensate for altitude. If the engine was run at sea level all the time, we could set it and forget it and it would maintain the 14.7 to 1 air to fuel ratio and no adjustment would be required.

The problem is we take the motorcar to places like Ely, Nevada altitude of 5000 feet or to Mt. Shasta (Mc Cloud) and the air is thinner, so we must decrease the fuel to maintain the 14.7 to 1 air to fuel ratio. If we do not adjust and we allow the engine to run in a rich condition, a number of things happen. The misfiring rate starts to increase, the spark plugs begin to load up and foul, there is power loss because combustion was late and incomplete. Also the maximum explosive force on the piston was never achieved, a portion of the fuel that reached the combustion chamber was never committed to energy leaving some unburned fuel residue, leading to carbon buildup and plug fouling.

NOTE: A gasoline engine with points and condenser ignition system, carburetor and a less sophisticated combustion chamber can show a misfire rate approaching 15 % running at 14.7 to 1 air fuel, that represents six misfires per second at 2500 RPM. The misfiring increases as the fuel to air

you even think of in (less fuel to air) consequences, very ices. The engine will cause the valves to inued will eventually he top of the piston. friendly Onan parts a pleasant one, when ie cost of the parts you We are not talking a id plugs anymore, we pendency (\$\$\$) parts bill. ly do not run lean.

see photo No. 1

carburetor settings for of the run you are u are going to run at sea uld run with your regular Northern Nevada would ferent carburetor pre-set ide. You should have one Ac Cloud, and it would be io have another pre-set for believe that you could set gram for between \$500.00 0. This might be a little on side, but you won't burn s.

N. See photo No. 2

n dealer has a special tool to e fuel to air mixture valve. ely slide it underneath your or and it has a slot and a nat matches up with the 3/32 1 the needle valve and there is handle on the other end that ou turn it, it turns the needle 2 prior to using this tool, you will 3 take the needle and seat off 4 carburetor and remove the small 5 ig gland and put a couple o 6 of 3 and 1 oil on the graphite 7 gnated packing. The packing 8 can now be tightened to the 9 where it does not leak, but allows 0 to turn the needle with the special 1 This tool works great, it costs 2 een \$35.00 and \$40.00. Your 3 er will have to special order it, as 4 gets it from someone other than 5 in.

The part No. is 017-10000

My Onan parts man, of course, wrung his hands and looked wild-eyed when I asked him to order it for me, but I pointed out to him that I had an ice cold six pack of beer wrapped in a

I will...

(Ed. Note: Be sure you don't use the 6-pack persuasion method on railroad property.)

Photo #1

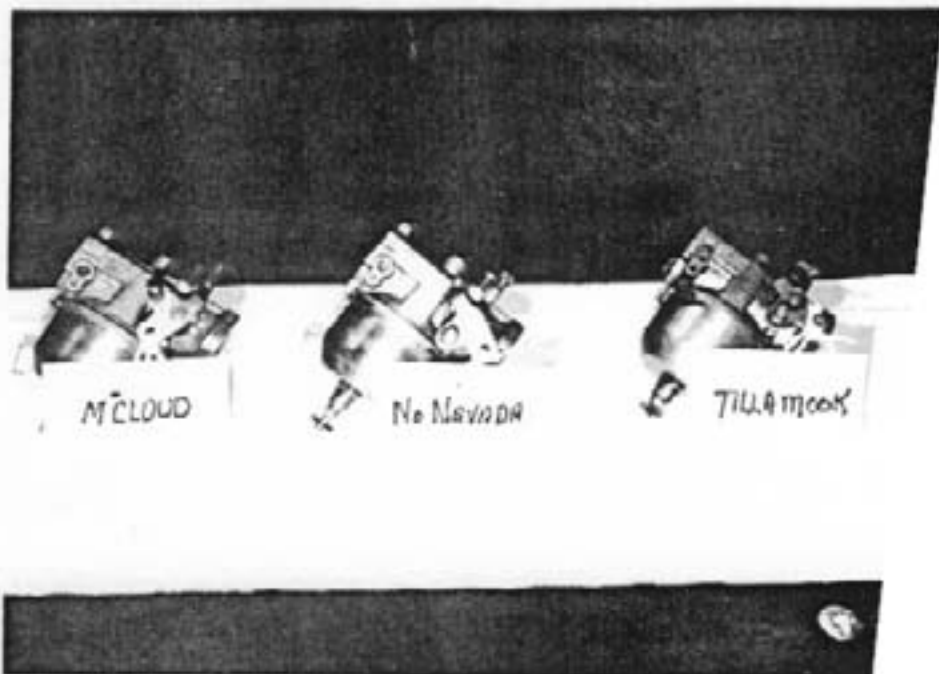
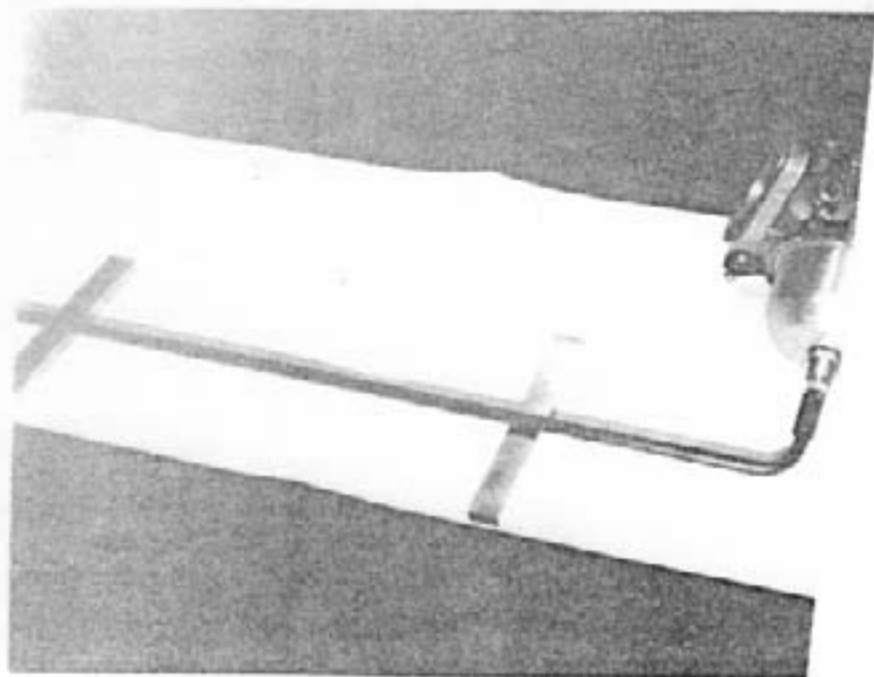


Photo #2



Actions of the Board, 9/25/93

Resignation: Secretary Karen

Dohler's resignation was accepted. Rich Stivers was approved to fill this position until the next election.

Incorporation: The Federal government did not approve MOW's request to be recognized as a non-profit corporation of an educational nature. The Federal non-profit corporation paperwork for MOW was resubmitted having MOW classified as a social organization.

Passed: Operators must at least be 18 years of age and must have a valid Driver's License.

Recommended: Motorcars should move slowly through switch points regardless of direction.

Appointed: Doug Stivers is in charge of the Operations Handbook.

Passed: A passing score on the Rule Book exam is 90% (23 correct answers out of 25).

Obtained: A radio license has been obtained for AARO members on the itinerant channel.

Passed: A non-MOW member or new member must have an MOW-member "buddy" assigned to them for 30 days from their first participation in an MOW event.

Passed: Beginning Jan 1, 1994, there will be only one membership class (\$24). Furthermore, non-members will be charged a minimum of \$25 in addition to the required fee to participate in an MOW event.

Clarified: The meet-coordinator has the final word on behavior at his/her meet.

Appointed: Vic Neves and Doug Stivers were appointed to serve on the next nominating committee.

Complaints: If a MOW member has a complaint about the content of the

LINEUP, write the LINEUP Editors or write the MOW President.

Memberships: New memberships will be accepted any time of the year and will expire one year from the application date.

Actions of the Board, 11/13/93

Passed: Meeting minutes will be mailed to board members for approval.

Clarified: All members may provide input at BOD meetings.

Incorporation: To qualify for as a recreational non-profit corporation, the wording in the the MOW Articles of Incorporation must be changed.

Rulebook: Replacement pages will be issued as new rules are passed.

Purchase: Club funds will be used to purchase a first-aid kit including an oxygen tank.

New Practice: On future meets, the head and tail cars will call out milepost numbers on the radio as they are passed.

Attention: Members are asked to write Rich Stivers instead of Ron Zammit to get rule book tests and MOW agreements. Be sure to include an SASE to receive test and agreement. Furthermore the MOW agreement is not complete unless all parts are initialed.

Licences: For the 1994 calendar year, the expiration for all licenses given will be December 31, 1994.

Reminder: It is the responsibility of the new MOW member obtaining a license to find a mentor.

Appointment: Gil Dominguez is the coordinator for MOW participation in Operation Lifesaver activities.

New Form: Meet coordinators are asked a get the new financial

transaction form from Janet Dominguez.

Regional AARO Representative: Doug Stivers is now the South Western Regional Representative for AARO replacing Ron Zammit.

Mentors: Meet coordinator mentors are required for a person conducting their first meet. Meet coordinator mentors are: Erik Young, Bob Church, Tom Wellbaum, Bill Evans, Ron Zammit, Gil Dominguez, Joe Nemmer.

Clarification: A closed meeting of the board includes members of the Board, elected officers, and those invited to attend.

Recommendation: Discretionary use of gumball lights is encouraged at all meets.

Donation: A donation to the California State Railroad Museum was made on behalf of MOW.

Actions at the General Meeting, 11/13/93

Appointment: Bill Charpier agreed to Chair next year's nominating committee.

Elections: Sal Jacobs and John McCormick were elected to be on next year's nominating committee.

Passed: MOW's stated purpose in the Articles of Incorporation has been changed from an "educational" non-profit corporation to a "recreational" non-profit corporation.

Elected Board Members: Gary Cousin, Gil Dominguez, Walt Ozanick, Rich Stivers, Erik Young, Ron Zammit.

Let's talk "Axle Bearings"

by Joe Nemmer

In the last issue of LINEUP, we touched on the subject of axle bearings and how to look for any "slop". In this issue, we'll try to give a more in depth discussion.

Axle bearings, thrust collars, and on MT-19's, the bearing casing guides do an important job and must be maintained and properly adjusted, not only when initially installed, but also periodically as the motorcar goes through it's assigned abuses. The four axle bearing sets support the weight of the car, maintain axial and radial alignment of the wheels and provide a low friction, long life means of axle rotation. The center bearing maintains the alignment at the center of the drive axle as the drive chain tries to pull the sprocket forward. Heavy loads, steep grades and hard acceleration all contribute to greater forces applied to the center bearing. The bearing casing bushings and guides provide a means for the axle bearing housings to move vertically with the suspension, and transmit the forward thrust of the axle to the car frame. The vertical movement at the center bearing is allowed by a pivot point a few inches forward of the actual bearing, moving in an arc, as compared to the straight vertical motion of the axle bearings. During the normal action of the suspension, the axle is constantly flexing in two different directions, and at any other points of axle support and alignment are sloppy, that deflection is further amplified, resulting in, possibly, a broken axle.

Fairmont has made a change in axle composition since the 70's, partly due to this problem. P/N 98356N (\$170) is the old axle and should be replaced by P/N 127962N (\$430). Fairmont still has the old style axles, but they will not supply them for passenger use!

There are three directions for you to check for axle movement. Vertically, horizontally and axially.

Particularly bad problems can be discovered by simply watching the wheels for movement when an assistant applies the brake hard. If the bearing casing guides, bearings or axle surface are seriously worn, the wheel will move with the brake. If you find this problem, determine whether it's a bearing problem or worn guides. Watch the bearing casing this time and see if the casing moves with the wheel. If it does, you'll need to replace the bushings. If not, your bearings and/or axle needs attention.

To check for the beginning of big problems, first, jack one end of the car up, support it well, try to lift the wheel vertically and check for play. Anything beyond "barely perceptible" is too much. This is where many MT-19's have experienced bearings spinning on the axles and wear of the axle surface has occurred. This is not good! Proper initial *and* follow-up adjustment (shimming), lubrication of the axle bearings and adjustment of the thrust collars will prevent this.

The axle bearing casing cover, on assembly, is shimmed out to allow a .005 to .008 in. bearing clearance (Taper bearing preload). The Fairmont manual suggests that periodic adjustments are to be performed as the bearings wear (Bearing P/N F5519 \$68 each).

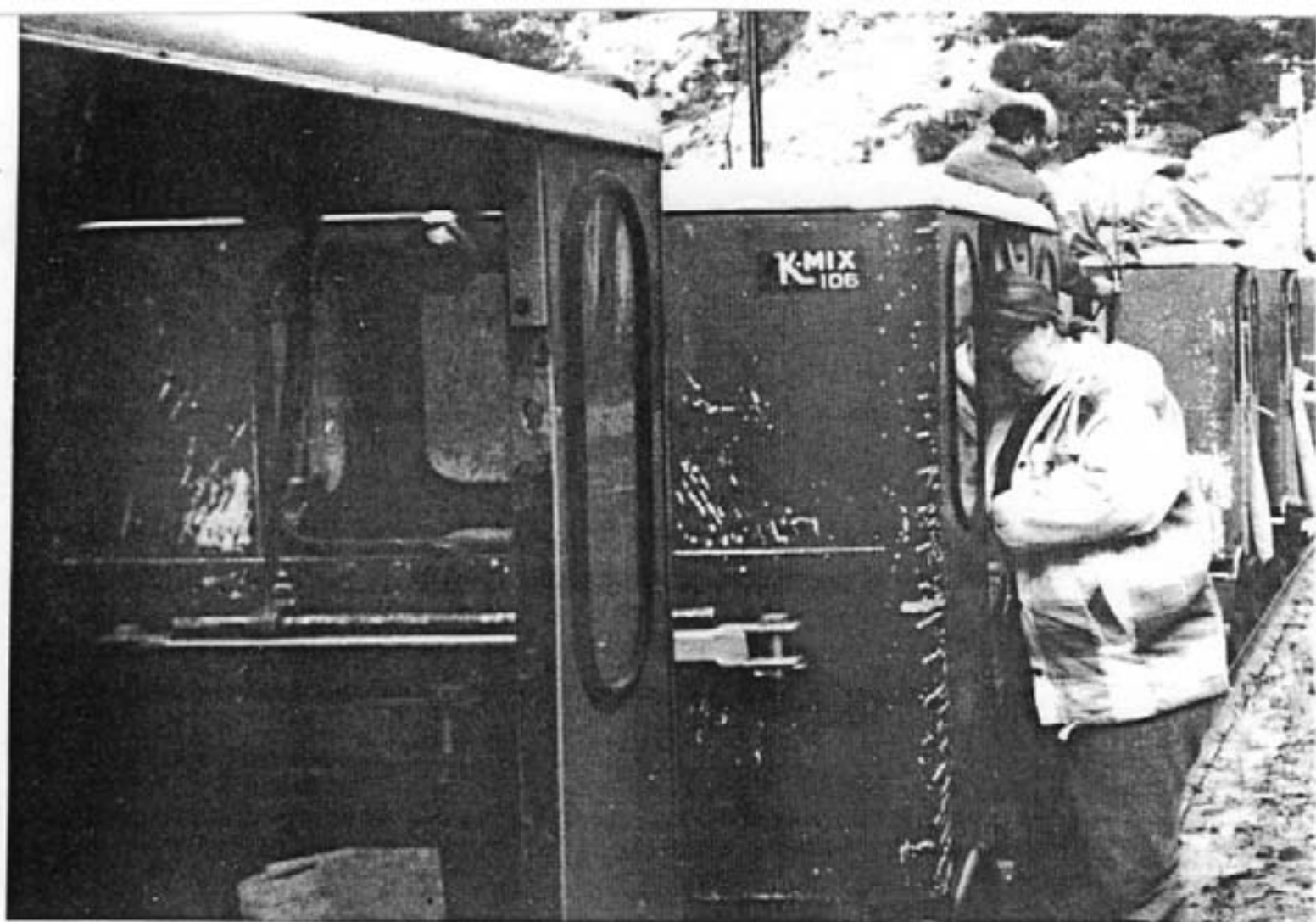
If the axle didn't move up and down, now try front and back. If there is any movement here, and your bearing casing moves with the axle, your bearing casing bushings (P/N F5537) need replacing.

With the car still in the air, try to move the wheel in and out (axially). Loose thrust collars are the usual cause of the cars slamming left and right on the track, so our first inclination is to get them good and tight. Considering that we have shimmed for an allowable clearance in the axle bearings, it would be wrong to have the thrust collars tapped in so tightly that no movement can be felt! Adjust them so that they are snug, but you should still

be able to feel a small amount of axial play. If the collars are too tight, the weight of the car will be supported mainly by the outer half of each bearing, which causes the conical shaped axle wear we have already found on at least three MT-19's. I was able to repair my axle, but if the wear is too great, it's new axle time!

The center bearing is a different story. It's casing is sprung from above and there are no thrust considerations, so checking it is a matter of wiping off the grease (there should be plenty), compressing the spring with a jack, removing the hinge bolt, then lowering the jack. With no spring pressure you are free to try and "wobble" the bearing casing. The hinge bolt which allows the assembly to pivot is subject to great forces and wear, so check it also. This is not just any True-Value bolt! It is hardened and is machined with a shoulder to support the load, and it has probably the most neglected grease fitting on the car. Don't forget the castle nut and cotter pin on this one!

Don't wait for a message from beyond to check your car. Most of us bought a car that was crying for decent maintenance before sitting idle for a year or more, then we greased it up, changed the oil and off we went without another thought. Chances are that you'll never get a catastrophic failure, but the cost of repairs are generally proportionate to the duration of procrastination. Keep in mind also that you can't grease it too much and that keeping grease in the bearings will keep water out! Good Luck!



Highlights of the North Coast Railroad Run

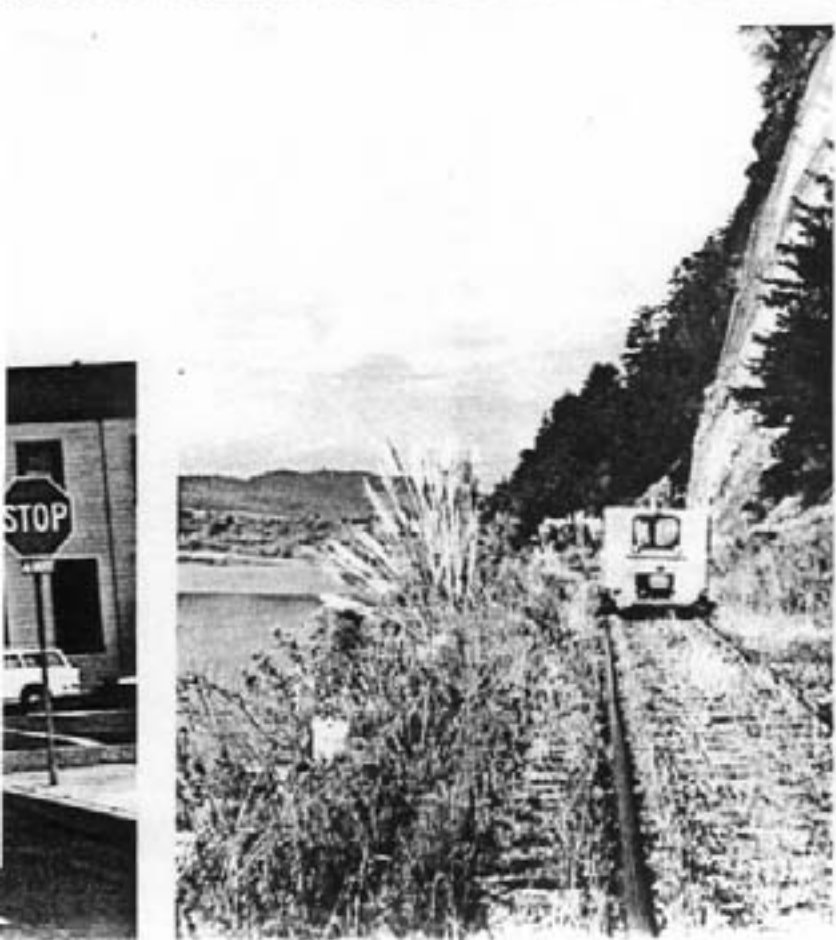
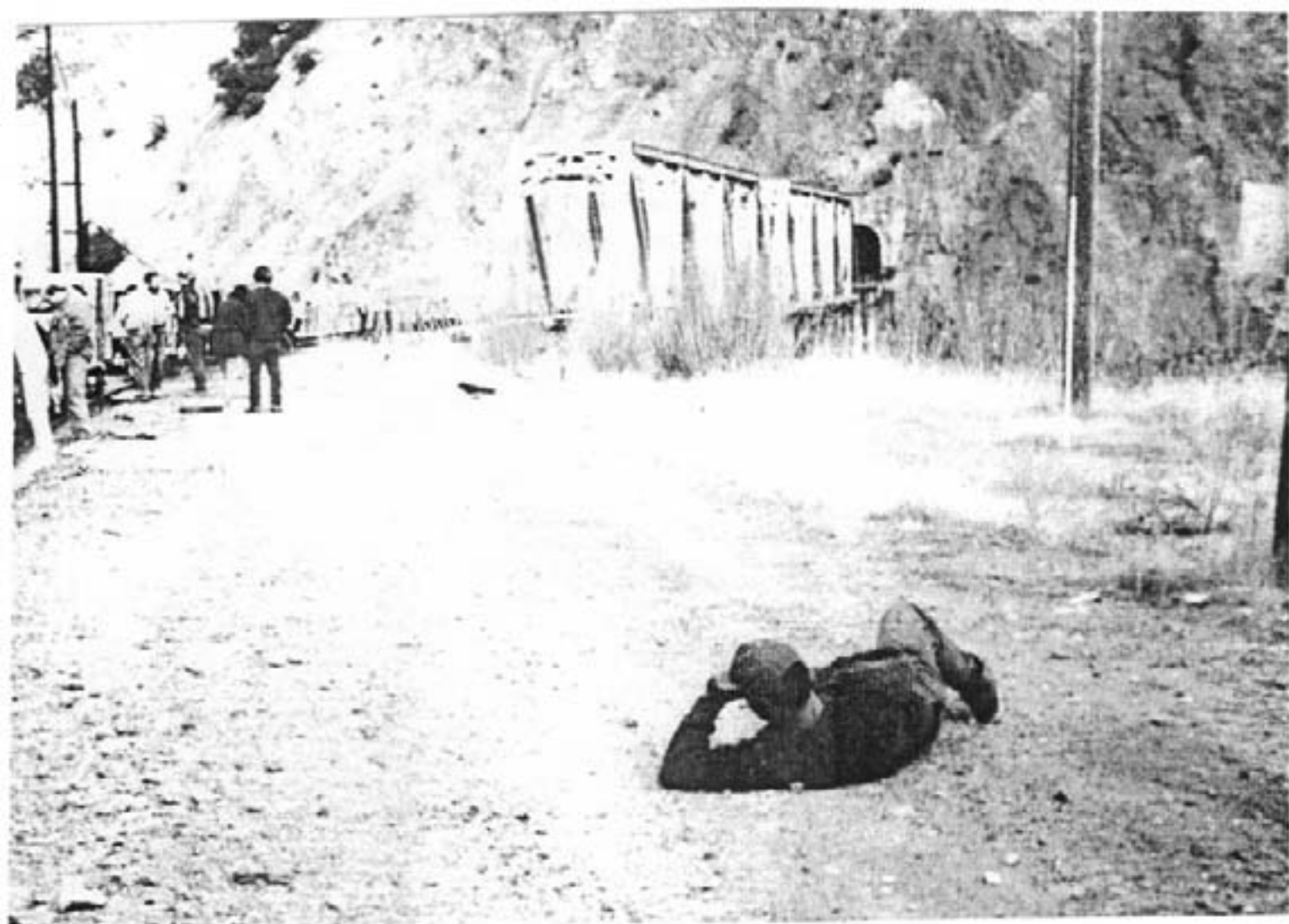
ABOVE: Waiting at the Island Mountain Bridge, northbound. The fellow lying on the ground, Kurt Norstad, is not hurt! He's just relaxing California style!
photo by Grover Cleveland

Far Right: From the North Coast Railroad, Dave Hebert in front and Frank Lovio in the Hy-Rail cab. Many thanks to them for a fantastic run.
photo by Sal Jacobs.

Middle Right: A remote northern part of the line, Scotia Bluffs, Scotia, CA. *photo by Gil Dominguez.*

Right: Street running in the "Old Town" district of Eureka, CA. *photo by Gil Dominguez.*





BENDING WITH THE CURVES ON THE TILLAMOOK Especially the Ones Thrown at You!

As Fielded by Bob Church

My good friend Denny Anspach has eloquently described the scenic beauties of the Tillamook line that we have encountered during recent Motorcar Operators West excursions. I have just returned from a Fall colors run held Oct. 16-17 on that former SP branch line, and I will share with you a different perspective. It is my viewpoint as the organizer and ramrod of these trips, four in just a little over a year. This most recent trip confronted me with one problem after another, and it never let up. It certainly provided circumstances for a distinctively unique account.

Since our trip Memorial Day weekend, there have been some major changes on the line. Most importantly for the railroad is a definite increase in business, including a three times a week gravel train which comes east with loads from the new quarry at Cochran on one day and returns with empties the following day. The old Francis Weist logging railroad right-of-way at Cochran has new rail to gain access to the quarry which is about 1/4 mile south of the main line there.

Operation of this train has dictated a change of the Tillamook Turn which has also operated three times a week, but now the weekend westbound leaves Hillsboro on Saturday and returns east from Tillamook on Sunday. Last May the eastbound left Tillamook Saturday morning and once that train was met, we had the line to ourselves for the rest of the weekend. There are also charter dinner trains out of Hillsboro, and a Budd RDC car operates weekends from Tillamook to Rockaway or Wheeler. The contractor who operates the railroad had also changed as of July, so my contacts were different persons whom I had not met and did not personally know.

Numerous phone conversations to confirm our operations clearly indicated that the cracks in between train movements for us to fit through were fewer and more complicated. I was told that Saturday we had to meet the eastbound gravel train at 9:00 AM at Buxton siding. There are very few sidings remaining, and a missed meet would delay our departure. I advised the Trainmaster that we would be at Banks to unload our motorcars at 6:30 AM, and we would be ready to place them on track as soon as the railroad's escort person arrived. We definitely were not to place the motorcars on track until he arrived. No problem. We could easily be ready to depart Banks by 8:00 AM, have an easy 7 mile run to Buxton and be in the clear at least 40 minutes. I was told the Tillamook Turn's schedule and that seemed to pose no problem, as I anticipated that we could easily stay ahead of it. The escort would have two radios, his and one for our rear motorcar. Everything was cool!

Most of us arrived at Hillsboro Friday in the early evening, having driven through some pretty horrendous thunder showers as we came in from the north and south, but the clouds thinned, and we were able to inspect most cars before dinner without getting wet. I called the railroad's Tillamook office to confirm the morning plans, but I could not get the name of the individual who was going to escort us, or determine if he was going to be in a Hy-railer or a motorcar, as I was told, "We aren't sure what is there." Oh well, we could handle either. The motorcars were inspected and we went for a relaxing dinner.

I got back to my room about 9:30 PM and the message light was flashing on the phone. A call to the desk revealed a message from Dave Anderson stating, "Have had truck trouble, get back to you later." Earlier he had unhitched his trailer and had gone into Hillsboro to fill his truck and gasoline cans for the trip. It was after eleven before I heard what sounded like a large diesel truck outside my window.

Looking out, I saw a yellow Hillsboro Fire Dept. truck letting Dave off.

I went out to see what had happened and Dave informed me he wasn't exactly certain. They had gotten the gas and while returning to the motel, Dave smelt fumes just as his Dad was lighting his pipe. There was a flash of flame. He yelled to get out of the truck, which they fortunately did. The truck had burnt to the ground. All Dave had were two cans of gas that were in the back of the truck, and for some reason, the trailer hitch insert and ball. "This is all that is left," he stated holding it up. His Dad, Ray, had suffered minor burns on his right arm and leg, and was at the hospital for treatment. Stunned, we were all relieved that no one was more seriously injured.

Dave still wanted to make the run and then rent a truck for his return trip to Sacramento. As we were discussing options to get him over to Banks, Walt Ozanick's brother, who was going to ride with him, arrived from Seattle. As fortune would have it, he had decided to drive his pickup truck, which was fitted with a trailer hitch and ball of the correct size for Dave's trailer. So, the morning was arranged and everyone got to bed.

We all left Hillsboro "dark-early" and arrived at Banks by 6:30 AM in a light steady rain. Motorcars were unloaded and rolled down the pavement to trackside, but kept well in the clear. Seven-thirty and no sight of the railroad escort. My nephew, Greg, had his Cellular phone, so I called Tillamook, but no answer. The rain had eased up by now, and I had the safety meeting. The day's trip, with meets, stops, photo run-bys and lunch break were outlined. Stretchout, which had to be kept at the shortest minimum safe distance, was stressed repeatedly. We were operating as a train and had to make and leave points as a close group.

Two more phone attempts were to no avail. It was now eight o'clock, and my stress level was attempting to peak at



LEFT: On the Samoa Branch of the North Coast Railroad, near the Samoa Cookhouse. *photo by Gil Dominguez*



RIGHT: Rest stop along the North Coast Railroad, in a remote section of the southern end. *photo by John Schubert*

MOTORCAR OPERATORS WEST Calendar of Events

Please make all reservation checks payable to MOW (unless specified otherwise)

- Jan 1 Golden Gate Transit District, San Rafael CA. 6 miles, San Rafael to Ignacio. Set-on at 9:00 am. See article. *(All Required: AARO Membership, Spark Arrestors, MOW Operators License)*
- Jan 22 Board of Directors Meeting, in San Luis Obispo, on the campus of Cal Poly. The meeting is from 10:00 am to 4:30 pm.
- Feb 19-20 (tentative) MOW/OL exhibit at Winter Rail, Dunsmuir CA. Coordinator: Gil Dominguez
- Feb 20 (tentative) McCloud snow run, one day, \$80. Date tentative. Meet coordinator: Don Connally, 5850 Anderson Rd., Forestville, CA 95436. *(All Required: AARO Membership, Spark Arrestors, MOW Operators License)*
- May 28-30 (tentative, Memorial day weekend) North Coast Rail. \$150 per car. Not scheduled, but in planning stages. Meet coordinators: Ron Zammit, Denny Anspach, Bob Church. Please contact one of these people for input. *(All Required: AARO Membership, Spark Arrestors, MOW Operators License)*

Ye Olde Public Marketplace

Advertisements from 1-6 lines or business cards free for MOW Members. For larger ads contact LINEUP Editor for details.

FOR SALE: MOW Caps (baseball). One size fits all. Colors: navy, orange, hot pink. Lettering is neon peacock blue. Cost: \$7.00 + \$3.00 postage and handling. Janet Dominguez, 8672 Fairmont Way, Fair Oaks, CA 95628 H (916) 965-3949

FOR SALE: Please contact: Bill Evans (805) 947-5435 evenings or weekends.

- Ex-ATSF A3 gang car (circa late 40's), 4 cyl. 4 spd. all necessary MOW equipment. Ready for your enjoyment.
- Ex-UP MT-14, conv. (front panel with roof), heater, all necessary MOW equipment.
- Mechanical & Reconstruction/Restoration Services Available

FOR SALE: Motorcar parts, new and used. Brown RR Equipment, MO (314) 355-7881

FOR SALE: Sunday River Productions video tape of West Side RR, 52 minutes in color and sound. Filmed in the late '50's on 16mm film. Includes footage of Glenn Beier's homemade speeder and ride down grade on log cars. \$39.95. Glenn Beier, 6697 Long Ave, Placerville, CA 95667 (916) 622-9644.

DESPERATE: Need manual or copy of operators manual for Fairbanks-Morse Model 40B speeder with 2 cyl-4cycle engine and friction drive. Also needed: Used trailer to handle 500lb 7-8ft long car, within 50 miles of Campbell. Hollis Button, 1025 W. Parr Ave., Campbell, CA 95008.

FOR SALE: McCloud Group Photograph from the 1992 photo stop on the bridge are available in enlargements of 20" x 30" (\$27.00 including tax and shipping) and 8" x 10" (\$9.00) through Stevan Fallon, ZYXQWYX Corp, 316 California Ave. #625, Reno, NV 89509.

FOR SALE: Best of the West Motorcar Runs videotape. "See yourself on tape!" Orders being taken now, \$25.60 (includes s&h and tax). Make checks or money orders payable to Dana Fuller. MOW Video Tape, PO Box 23721, Oakland, CA 94623-9991 Order Today!

FOR SALE: MT19A, SP metal cab, canvas doors with new windows, new battery/chair/air cleaner. Kits installed in carb and fuel pump, heads de-carboned. Stop lights installed. Excellent runner. \$2150. Allen Hansen, 6227 Wedgefield Way, Orangevale, CA 95662; (916) 722-8512

FOR SALE: Fairmont windshield glass, \$15 each, 2/\$25, 5/\$50. Hercules carbs., new \$125. Other Fairmont parts available, no list. John Thieman, 410 N. Park, Fairmont, MN 56031.

FOR SALE: Rubber tread wheels for M-9, \$60 each. (Your car must have flange brakes.) Ron Zammit, 469 Campana, Arroyo Grande, CA 93420.

FOR SALE: Motorcars and parts. Dudley Newman, 4726 East Calle Del Norte, Phoenix, AZ 85018, (702) 289-2085.

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ASK FOR THE LIST



FOR SALE:

- Ex-Weyerhaeuser MT-14-L-1 completely rebuilt except for paint. \$2200.
- Ex-BC Rail flat top M19H-1. Bare car, but runs well. New axle pulley. \$750.
- M-19AA conversion kit. Good RKB twin + exhaust manifold + twin coil \$700
- Extra parts - condensers, traction tires, manuals, brake parts, shoes, chain, good used buzz box coils, and more ... ask!

Kelly Morris, 11008 210th St S.E.
 Snohomish, WA 98290
 (206) 668-1100



**** For Sale: 3-side curtain set for Fairmont M-19 or MT-19 motorcars., made by Norfolk Southern. **\$150.** Dudley Newman has donated 5 sets to MOW. Four sets remain. The money to purchase these curtains will go for: Set 2 - MOW first aid kit, Set 3 - Mike's trust fund, Set 4 - MOW first aid kit, and Set 5 - MOW general fund. Contact Ron Zammit, 469 Campana, Arroyo Grande, CA 93420 ****

MOW People in the News



LEFT: Rogan Coombs pumps gas for Gil Dominguez at the Scotia stop.
photo by Ron Zammit

RIGHT: Loading into Rogan Coombs' Gibson crew car for the trip to the Scotia Inn. Among others, Grover Cleveland, Kay Zammit, James Van Loo, and Mike Moloney stand in front.
photo by Ron Zammit



Winter MOW Board Meeting

You are all invited to the Jan. 22nd MOW Board meeting in San Luis Obispo, on the campus of Cal Poly. The meeting is from 10:00 am to 4:30 pm. Exciting topics such as the hy-rail ban are up for discussion plus election of President and Secretary by the new Board. Additionally,

there will be a (\$8-\$15) Caribbean dinner that evening (6pm to 8pm), with a "video potluck" afterwards. (Bring your favorite 5 to 30 minute video.)

The meeting will be held in Building 52, room E-45 on Cal Poly's campus. Please request a map, if needed, from Ron Zammit by sending a LSASE. Reservations for the dinner are a must,

so please send the number of seats you wish to reserve ASAP to Ron.

Motels on 101 about 6 miles from Cal Poly: Motel 6, 805-549-9595 (inexpensive) or Madonna Inn, 800-543-9666 (expensive). Nearest to Cal Poly, the Lamplighter Inn, 800-547-7787, and Apple Farm, 805-544-2040.