

On the Right Track

JANUARY 2019

LINK TO CLUB PHOTOGRAPH GALLERY



NEW CLUB HOURS

Tuesday 7:30 pm to 10:00 pm

Thursday 2:00 pm to 5:00 pm

Saturday 12:00 pm to 5:00 pm

Saturday - First Saturday in the month

Public Open Day 1:00 pm to 5:00pm

At least one committee member must attend each session. Depending on demand, an earlier closing time may occur.

LINK TO BACHMANN

2018 CATALOGUE



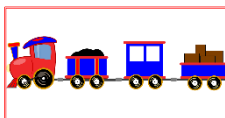
Club Open Days

The club holds a public Open Day on the first Saturday of each month

1:00 pm to 5:00 pm

Members to be available from 12:00 pm and trains to be running for the entire afternoon.

Link to an interesting railway video – Click to view



Editor: Bruce Ewens Visit us on Internet www.noarlungarail.com
Clubroom Phone No. (08) 8322 7047 Postal address: P.O. Box 707 Morphett Vale S.A. 5162
Send items for inclusion to the editor via: admin@noarlungarail.com

This newsletter is available as a download from our website www.noarlungarail.com 1 | Page

FUTURE EVENTS FOR YOUR DIARY



**NOARLUNGA
MODEL
RAILROADERS**

Model Railway Swapmeet

When: Sunday 14th. April 2019
10:00 am—1:00 pm

Where: N.M.R.I. Club Rooms
163 Old South Road
Old Reynella
(Next to Bus interchange)

What: Model trains, track, magazines,
buildings, kits, cars, books etc.
Tea, coffee and cold drinks
available
Sausage Sizzle BBQ

Cost: Admission \$3.00

Sellers: \$25 per table, size 1800x750mm
Maximum two persons per table please

Bookings and information:
Email: admin@noarlungarail.com
Club phone: 8322 7047 (101 messaging)
Post: PO Box 707, Morphett Vale, SA 5162



**NOARLUNGA
MODEL
RAILROADERS**

Model Railway Swapmeet

When: Sunday 10th. November 2019
10:00 am—1:00 pm

Where: N.M.R.I. Club Rooms
163 Old South Road
Old Reynella
(Next to Bus interchange)

What: Model trains, track, magazines,
buildings, kits, cars, books etc.
Tea, coffee and cold drinks
available
Sausage Sizzle BBQ

Cost: Admission \$3.00

Sellers: \$25 per table, size 1800x750mm
Maximum two persons per table please

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Easy HO wheel cleaner

I made my own wheel cleaner by modifying an Atlas HO code 83 rerailer to hold a Handi Wipe toweling strip across the railheads.

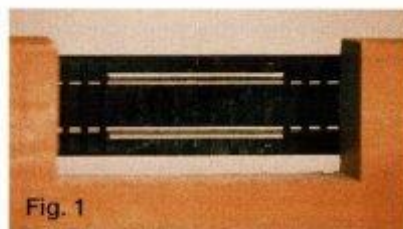
Looking down on the rerailer from the top, you'll notice a slot in the center about 2¼" long on the outside of each rail. Turn the rerailer over and file off the ties beneath the slots.

Four open slots should now be visible as shown in **fig. 1**. If not, trim off any remaining plastic with a hobby knife. File the slots smooth so they won't snag the toweling.

Cut some Handi Wipes into strips just small enough to fit through the slots in the rerailer. Weave the strips up and over the outside rail, under the rerailer's midsection, and then up and over the second rail. See **fig. 2**. Pull enough of the towel through so it can be moved as it becomes dirty.

I mounted my wheel cleaner across a 2" x 4" notch that I cut into a short length of 2 x 4 lumber, as shown in the top photo. I also added pieces of track on each side so the car or locomotive being cleaned can be rolled back and forth over the toweling.

Apply some Goo Gone (or your favorite cleaner) on the exposed wipes, and clean your wheels by



rolling the car back and forth. Powered locomotives can be cleaned by applying power to the rails and running one truck at a time onto the toweling.

Some modelers may also want to make a double unit on the 2 x 4 so

one can be used wet and the other dry. A Kadee coupler height gauge and an uncoupling magnet could also be added to the wheel cleaner to make a combination cleaning and inspection station. — Dan Williams, Sagamore Hills, Ohio

Restoring forgotten contacts

My Athearn HO SD40-2s ran fine out of the box, but after about a year of storage they don't operate very smoothly. Can you tell me what to check?

Carl Thomas, Cleveland, Ohio

I've had similar problems with some of my older diesel units and have been able to track them down to a couple of things.

Poor electrical pickup is the most common problem that modelers try to resolve by cleaning wheels and adding flexible wires to replace corroded metal contact strips. However, modelers seldom check the bolster kingpins which carry the grounded side of the motor circuit on many diesels.

The bolster contacts are forgotten because they're out of sight in places where the trucks have to be removed to clean these locations. On your older Athearn model, the machined contact on the cast metal underframe remains clean, but the rust on the truck's mating bolster surface interferes with the electrical pickup. The same situation exists on many other brands of locomotives with similar drives.

Before trying to polish off the rust with anything abrasive, think about where the grit will go. To avoid getting abrasive dust into the gears, I take the trucks apart to polish the contacts. Afterwards, I clean the truck parts in an ultrasonic cleaner and then lubricate the gears during reassembly.

Next, I lightly coat the bolster contacts on the truck and underframe with a dab of plastic-



Clean both contact surfaces

compatible contact-enhancing conductive grease. This material is designed to prevent corrosion and enhances electrical connections. I've found it works well to enhance current flow through my diesel trucks and the tender truck bolsters on steam locomotives.

Many of today's locomotives use split axles to pick up current with all of the drivers. These models may use small wipers rubbing on the backs or hubs of the wheels to pick up and transfer current. It's a good idea to occasionally check these hidden wipers and remove any trapped lint with a tweezers. I suggest using a soft pipe cleaner and a little track-cleaning solution to take care of any dirt, but be careful to avoid bending the wipers.

Too much oil causes problems when it gets into the motor and commutator brushes. The thin oil will congeal in the brush holders, causing the brushes to hang up and lose contact, in turn causing a lot of arcing on the commutator. Poor contact with either brush also causes the motor to lose power and run hotter – further intensifying the problem.

Carefully remove both brushes and brush springs, and use an electronic contact cleaner to remove oil from the inside of the brush tubes and the brushes themselves. A pipe cleaner works well for this step. Once everything is clean, make sure both brushes move freely as you reassemble the motor. – *Jim Hediger, senior editor*

A locomotive wheel cleaner

Cleaning locomotive drivers without damaging fragile details has always been a problem for me. No matter how careful I've been, the traditional method of inverting a model in a soft cradle left me with more problems than it solved. The fixture shown here allows me to spin each driver set on the brush of a Kadec no. 236 "Speedi" wheel cleaner without the need to invert my locomotives.

My wheel cleaning fixture is made from a 24" length of 2 x 4 with a notch that holds a Kadec wheel cleaner. I added a 1/2" x 2" x 6" plywood foot across each end to help stabilize the beam.

Cutting the notch for the brush requires some precise work to keep the cuts square. A table saw makes this job easy if you have one available or have a friend who can help out. If not, a back saw and miter box can also be used.

Then I test fit the brush and added pieces of 1/8" plywood on top

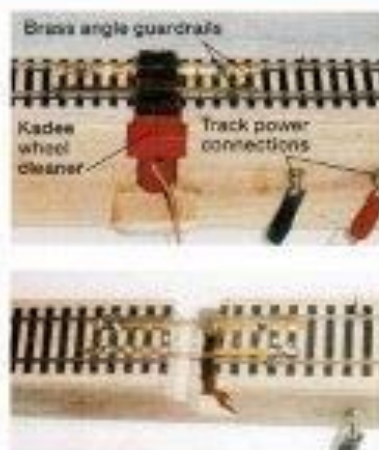
of the beam to fit closely against the plastic top of the wheel cleaner.

I installed a 24" length of Atlas code 100 track across the top of the beam. (A rerailer would also be a useful addition.)

Next, I added pieces of 1/8" brass angle as guardrails spanning the slot in the beam. I made mine long enough to extend five ties past both ends of the slot. The molded spikes on the inside of the ties had to be trimmed off until the angle was spaced 1/8" from the railhead. Then I drilled and spiked the angles through the five ties at each end.

At this point, I cut and removed the rails and ties across the gap. I also trimmed off the bottom flange from the angle so a single vertical strip remains to guide locomotive wheels over the wheel-cleaning bristles in the gap.

I added jumper wires connecting the end rails and brass angle on each side. My wiring terminals are 2 1/2" x 6-32 screws and nuts that run



through the beam about an inch from the bottom. I soldered a feeder to each rail and connected them to the 6-32 screws to form terminals for alligator clips from a power pack and the wheel cleaner.

Finally, a T-shaped piece of 1/8" plywood under the wheel cleaner locks it in the raised position, yet the plywood can be easily removed to reposition the brush. — Robert Bielka, Seattle, Wash.

Headlights for an N scale RDC

My N scale Western Pacific recently acquired a pair of Kato RDCs that I modified with extra headlights and number boards to more closely represent the prototype's *Zephyrette* trains. The WP added these oscillating lights to provide a greater margin of safety as the RDCs traveled through the rugged Feather River Canyon at night.

After studying the construction of the Kato N scale model, I decided space was too tight to allow the light to oscillate, so I opted for a steady beam.

My headlight housing is a short length of 1/8" aluminum tubing. I chucked the tubing in a power drill and used a file to gently enlarge its inside diameter.

Using a small jeweler's file, I rounded the corners of a pale yellow light-emitting diode (LED) until it fit tightly into the tubing. Then I marked and trimmed the tube to length so it could slip over and cover the LED.

The diagram shows how I mounted an LED with axial leads

on the RDC's end door. Its leads enter the body shell through holes drilled at an angle to clear the light baffles inside.

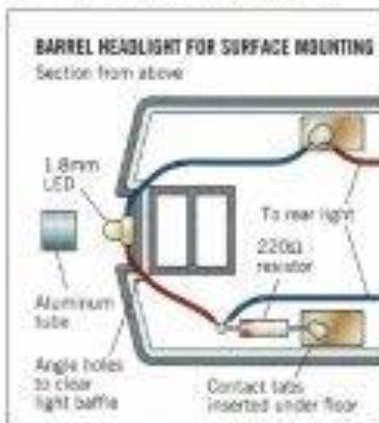
I secured the LED in place using some cyanoacrylate adhesive (CA) and then added the housing over it, taking care to avoid shorting the power leads. After the CA set, I painted the housing and LED base a silver color.

My internal wiring was done as shown in the diagram, using fine lacquered wire taken from an old twin-coil switch machine. The resistor's function is to provide a load so that the current can flow.

I tested my connections without soldering them to make sure the LED on the front lit up when the car moved forward. If the car didn't light up, I reversed the connections to that LED. The rear LED works the same way.

When I was certain both lights were working properly, I carefully soldered the connections, making sure to keep the heat away from the plastic body parts.

Then I slipped the contact tabs into the Kato lighting connections along the edges of the floor. I finished by tucking the wires inside the body shell and snapping the body and floor back together. — Peter Pedlow, Hitchin, England



Workshop tip: Locomotives and rolling stock

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FUND RAISING

Apart from membership subscriptions, the major sources of fundraising are:
the occasional Bunnings Sausage Sizzle and Revenue from Swap Meets and Exhibitions.

The club also has some quality merchandise for sale. Club Logo pens and Computer Mouse Pads. Pens \$4.00 and Mouse Pads \$6.00.

VIDEO LIBRARY

The efforts of former club member Vic Tilling in providing a great selection of videos that show both of our layouts are greatly appreciated.

A selection is displayed on the club Web Site.

www.noarlungarail.com

Vic also has his own Web Site

www.videowombat.net

This site provides links to Vic's YouTube videos of both model railways and general Train videos.

TRADE SUPPORTERS OF THE CLUB

The following suppliers provide continuing support for the club's activities. Please use their services when you can.

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Tokens

Are you still using your Drakes Foodland Community Dollars token? Using the token at any Drakes Foodland store builds funds onto a

gift card for the club: the more that you use the token, the more valuable is the gift card... See Jeff Kohler, AKA Frosty, if you do not have one.



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