



Three Lakes Model Railroad Club
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1st 100% Club in Wisconsin
June 2011



“Repair and Maintenance of Older Model Rail Engines and Rolling Stock” by Jim Brown, President Rhinelander Railroad Assn. Saturday June 4th Clinic Notes *compiled by RG Blocks for Jim Brown*



Jim Brown was at his finest. He was on his home turf. His home was in perfect shape. Weather was perfect without a hint of rain. Carol had prepared more treats than each of our doctors allowed. Grandmother caught fish while Jim played show and tell. The layout ran without flaw and looked picture perfect. This was a Clinic without parallel.

Without pretense Jim started out his lecture portion of the day with a gallon container of Quaker State: 5W-30. Jim’s advice, “ Use it. It sticks to the parts needing lubrication, it’s thick enough to stay put and not run all over.” A Syringe with a hypodermic needle is used to apply it to the bearings. Use Q tips to mop up the excess and coat shafts you don’t want to rust.



Syringes are available at lots of places; however, the hypodermic needle requires a prescription (or a friend who takes legitimate drugs and is willing to be your needle provider). Syringe plungers don't seem to like petroleum products and swell up. Thus, get a few or don't leave oil in them.

Jim demonstrated oiling axles with the admonition to just get a light coating on them (perhaps with the help of a Q-Tip). Side rods were treated about the same as axles; just a little bit of oil. Don't overdo it. Use T-shirts that went to church: holy (not whole). Or use TP for those inclined to be a bit behind in their work.

Universal motor brushes (carbon) and the brush springs can be found in ads in magazines like Classic Toy trains. There are numerous places for American Flyer (A.C. Gilbert), Marx and Lionel parts. Most suppliers have web sites today. The motors in Marx engines are a lot like those of Lionel even in their mounting.

Q-Tips are handy items to clean up the backside of the armatures. WD-40 is a good cleaner for removing excess oil and dirt.

Mobile Synthetic: a heavy red grease is appropriate to use on drive mechanisms. The worm and drive gear mechanism should be coated and the cover plate will contain the excess.

When drive mechanisms come to you frozen, use WD 40 to free it up then run it (to warm it up) and clean it. If you must soak an engine (or wheel set) with WD 40 then use an air compressor and blow the engine out at about 15 lbs (not 120 lbs of high compression). Wear safety glasses.

You can soak the engines on a rag soaked with WD 40 when they are really nasty. Allow them to sit for 24 hours in the wet rag before attempting to loosen screws.

A little grease on the armature, a little oil on the moving parts. Clean the grooves between the segments on the armature. There are three lands on most Lionel and



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AC Gilbert motors. Today's can motor is enclosed. Put a drop of oil on either end of the can and you're normally in business. Whereas on older open pole motors you need to clean and isolate the individual segments.

Reversing devices on engines have some very small tumblers. Do your best to clean them without disassembly. If the unit is hosed (frozen) you have choices. One option is to use a DC rectifier and convert the engine to DC. There are drawings for making an AC setup into DC (on the Internet). It is not a big deal.

However, you might wish to rebuild a reversing mechanism leaving the unit as AC. In that case you may need to drill and tap the reversing unit to fix the tumbler. The little screws required are available at Ace Hardware.

Heating units are used to evaporate the oil for smoke. There is a little compressor that blows the smoke out the chimney. Soak the smoke unit in a jar of WD 40 to loosen up accumulated buildups. Old Lionel smoke pill engines are generally messed up and are easily cleaned by WD 40. Mikes Train House (MTH) Smoke fluid is considered the best available today. However, don't forget that WD 40 also works as a smoke fluid. The problem is at 18 V will start a WD 40 fire. Dry your work and take care when energizing the unit. Wear safety glasses.

All the old tinsplate drives were Universal Motors that ran on AC or DC. American Flyer did come out in the late 40s with a DC only motor. However, this DC motor did not work with the accessories of the era; so they went back to AC motors. It got down to a desire for Forward (F), Neutral (N), and Reverse (R) and that is where Lionel consistency and its accessories were compatible and always had an edge.

Train whistles and the old bascule bridges work the same way and thus repair is simply a good cleaning and a bit of oil. The bascule bridge used to make lots of noise and the kids loved it. Action and noise! The motor in the coal loader looks like any Universal Motor. Thus, use the same techniques for cleaning and lubricating these great pieces of history.

A little 5W-30 from a syringe and a needle and you've a wheel set on your rolling stock lubricated. Just remember, a little oil not a lot. The track needs some minor lubrication, not a lot.

To clean the gunk off of car wheels, use a brass on wood Brush (again visit Ace Hardware). American Flyer has pickups on each side of the trucks. You'll know when the pickups are bad the lights will flicker as you go thru turnouts.

And, so the Clinic went. Jim would provide an illustration and someone would ask a question. It was a great afternoon with an expert.

Jim we thank you. It was our pleasure to see the lion in his lair. The master locksmith showing how to open the path for correction. This was a clinic that had

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benefit to all who came. This clinic handout, taken from Jim's words, is a poor substitute for a great morning in Carol's kitchen and Jim's train room.

Railroad Happenings: or semi local coming events..

June 18-19, 2011 Waupaca Area Model Railroaders, 22nd Strawberry Festival & Train Show, Waupaca Recreation Center, 3 blocks east of downtown, State & Badger.

July 3-9, 2011 NMRA 76th National Convention, Sacramento, California
See <http://www.x2011west.org/>

October 15, 16, 2011 Cisco Junction Train Show, Cisco Center, 325 Eldon St Cisco, IL
Cisco in between Champaign & Decatur, IL: Tentative: Monticello RR Museum will operate 401 Steam Loco: contact Don@ciscojunction.com or 217-669-2261.

Nov 12 & 13, 2011 Trainfest: 9AM – 5:30PM The largest Train Show in USA, State Fair Park, 8200 West Greenfield Ave, Milwaukee, WI. Maps and more at:
<http://www.trainfest.com/Directions.html>

Cog Rail on Mount Rigi Switzerland

by Al Baker

I just completed a two-week trip to Europe in February of 2011. Although primarily to visit family, I did get a fair amount of train riding in Switzerland, Italy, and Great Britain. I'll show you our first train ride - a cog railway ride from Vitznau, Switzerland, on the shores of Lake Luzern in the Alps, to the top of Mt. Rigi.



The first view shows the terminal at the top of Mt. Rigi. We rode the red car. The blue car originated at Arth-Goldau on the other side of the mountain.

The second photo shows the view from the station - a cloudy day on

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the bottom; clear on the top, with the Alps pointing through the clouds. Note the cog rail in between the rails.



Our third photo shows the last trip of the day departing from the top shortly before 5:00 PM. The red and blue cars arrived and departed simultaneously with Swiss permission.



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The final photo is our car at Vitznau. The train station is behind me and the car is on the turntable to the car barn (to the left). The building behind the car is the marine terminal where you could catch a boat to Luzern (running even in February).



The writer, Mr. Al Baker is a long-time rail fan, family friend and member of Western Union Junction Railroad Club of Sturtevant, Wisconsin (WUJRRC). Al is also a NMRA member and member of Three Lakes Model Railroad Club. He and wife Mary live in Danbury, Connecticut and Racine, Wisconsin. They have two fine specimens for sons.

Al has a strong background of prototype knowledge. It is our good luck that he has agreed to provide us with his views of rail as a result of lifelong involvement.

Down Under Commentary *by Roger Blocks regarding Glen Mills*

We met during the NMRA 75th Convention in Milwaukee. I cannot say exactly how two folks who don't know each other first start then continue a conversation in two distinctly different languages. Whatever we did seemed to work. We both spoke English: his with an Aussie charm: mine with the harsh CH from a Chicago upbringing in a Polish neighborhood. Laughter seemed to punctuate most of our sentences. True, we have common interests. Railroading is among them.

My friend Glen Mills lives in Melbourne Australia where he models in HO. Glen

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submitted an engine for judging at the NMRA's 75th National Convention in Milwaukee last summer. That takes guts. He also has been known to compose a rail story: here's one of his that came via the Internet (in April). I'm modified it only slightly (sparingly).

Hello Roger. How are you going, mate?

Other than me with the sniffles and a deep voice, we are all well. My, how time flies. It is nearly a month since I took these photographs!

Twenty-eight rail miles east of Melbourne we have a 2'-6" gauge railway called Puffing Billy. The eighteen-mile line from Upper Ferntree Gully to Gembrook was opened on 18 December 1900 and following a landslide that blocked the line in 1953, closed the following year.

Following work by volunteers, the line from Belgrave to Menzies Creek was re-opened in 1962 and progressively in stages to Gembrook in October 1998. This latter section from Lakeside to Gembrook was aggressively worked on so it could be re-opened for the centenary of the line.

More information can be obtained from <http://www.puffingbilly.com.au/>.

Our daughter Georgina's four children stayed with us last night and they had to be returned to their Mother by lunch time today. Our daughter lives in Emerald and one day after returning two of her children home we decided to use the camera.

As they live in Emerald, it was obvious that a few steam photographs on the return journey were in order. Thus, we start with engine 8A arriving at Emerald.



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8A was placed in service on 2 March 1908 and was the only locomotive in the class of 17 which had what we call a modified front end as shown by the straight stack. The whole class were built with stacks similar to those used by the Texas and Pacific.

However, locophiles should still be able to recognize Baldwin's classic lines. Wheel arrangement is 2-6-2T and two locomotives (one was a compound) were built by Baldwin with the rest built at Newport Workshops. We could not afford to import as the gold ran out in 1864 so we purchased what we called a pattern locomotive then built from that. Perfectly legal I believe as there was no stealing involved as happens today.

<http://www.vicsig.net/index.php?page=locomotives&class=NA&orgstate=V&type=Steam> has more details of the class. For the job it was designed for, this was one of the most successful steam locomotives to operate on the Victorian Railways.



Use Google Maps: Belgrave, Victoria to Gembrook, Victoria to see the location and try <http://www.puffingbilly.com.au/> for more details. Belgrave is 26 miles from Melbourne and Gembrook is 41 miles.

G42 is photographed (next page) crossing the Monbulk Creek trestle. I did not count them but G42 must have had 16 cars in tow.



The trestle is spectacular. So is the vegetation! Remember your geography. This is well south of the equator. Ed



That is all for now. I will write about working on the extension at another time.

Regards,

Glen Mills

Railroad Happenings: or Semi-local events...

June 19, 2011- Three Lakes Model Railroad Club Website is live: www.tlmrc.org/

June 25, 2011 – TLMRC Meeting at the Three Lakes Airport Terminal Building. Bring an HO or On30 engine and a couple of cars and a lawn chair, and the family. Plan on watching the Shootout Boat racing events on Big Stone Lake at the north end of the Airport. There will be a few airplanes to gawk at as well. The Boating starts at 10AM and will run until 5PM, fun for the whole family. We're attempting to piece together a Free Mo Module as I type this note one week in advance. Wish us luck. We plan to get started around 1 PM in the afternoon at the terminal.

July 16, 2011- Railfair- Copeland Park- LaCrosse, WI Info: www.4000foundation.com

August 13-14, 2011- Layout Open House- Railroad Lodge- SSSMRE- Sheboygan, WI
1001 N. 10th St. 10:00-4:00 Food & Refreshments

August 18-21, 2011- Soo Line Historical & Technical Society Annual Convention
LaCrosse, WI Info: www.sooline.org

August 23-28, 2011- Clipper City Model Railroad Club Open House during the
Manitowoc County Fair [www.manitowoccountyexpo.com](http://www.manitowocountyexpo.com)

September 18, 2011- WISE Division Meeting, 12:30 PM Best Western Airport, 5105 S
Howell Avenue across from Mitchell Field. Three Clinics TBA

Sept. 24-25, 2011- Green County Model RR Show & Swap Meet- Monroe, WI
Stateline Ice & Community Expo- 1632 4th Ave. W
<http://www.gcmrrinc.org>

October 1, 2011- NMRA WinnebagoLand Division Fall Meet- Lakeshore Lanes-
Sheboygan, WI Info at: www.wld-nmra.com

October 1, 2011- 2nd Annual Hope Train Club Show & Sale- Wesley Center
199 E. Jefferson St. Waupun, WI (920) 324-2350

October 15-16, 2011- Layout Open House- Railroad Lodge- SSSMRE-
Sheboygan, WI 1001 N. 10th St. Food, Refreshments & Fun 10:00-4:00

October 16, 2011 – WISE Division Meeting, Veterans Terrace, Burlington, WI

October 23, 2011- Cedar Creek Central Model RR show & Swap Meet Circle B
Recreation -6261 Hwy 60- Cedarburg Info at www.lammscape.com/cedarcreek

November 5, 2011- WinnebagoLand Division Annual Operating Session- Waupaca, WI
Info at: www.wld-nmra.com

November 12-13, 2011 – Trainfest, State Fair Park: Note: Early Bird Tickets are \$8 at
Milwaukee area hobby shops Greenfield News and Hobbies- Greenfield, Hiawatha

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Hobbies- Waukesha, Silver Spring Hobby & Games- Milwaukee, Sommerfeld's Trains- Butler, South Side Trains- Milwaukee, Walthers Terminal Hobby. Outside metro Milwaukee: EngineHouse Service- Green Bay, WI , J & D Whistle Stop- Sheboygan, WI, Lombard Hobbies- Lombard, IL, Madison Hobby Stop- Madison, WI (more later?)

View from the Tower

by Paul A Wussow, Superintendent

It has been a short time down in Glen Ellyn and by the time you read this I will be back up in Wisconsin. After three weeks in Three Lakes filled with remodeling of bathrooms and two weeks of family events in Illinois I am ready to get back up north and go fishing. I understand the group went out to look over Bradley Junction after the meeting and saw some fine train switching by the CN. Well, my version of Bradley Junction was part of the witnessing done on my layout by Bon French and Charlie Louis for my NMRA Electrical Engineering AP certificate. We had a good time and I hope to take many of the parts of the “Book of Paul’s AP EE” and generate articles that you all can use on your layout.

A second AP project between family events was gathering and copying my material for AP Author. I did not get that finished, but with the help of Roger Blocks I hope to send it off in the next few weeks.

I look forward to seeing you at the airport next Saturday so we can show folks toy trains operating. Please bring some equipment or buildings you would like to show off.

Editor’s Note:

by R.G. Blocks

First, checkout the Three Lakes Model Railroad Club website at: www.tlmrc.org . Paul has done a great job assembling a fine looking website. You can find all the back issues of The Three Lakes Turn our newsletter as well as clinics, layouts, etc. Paul’s looking for model rail logos, shots of your favorite projects, photos of your layouts, and photos of railroads and models taken on your travels. Prototype photos are desired.

Second, come to the Three Lakes Shootout on Saturday June 25, 2011 it’s all about boats and airplanes; however at about 1 PM we’re planning on setting up a couple (two) Free Mo branch line Mini modules (at the airport terminal). Module construction began today, Sunday June 19th. The table, legs and sub-roadbed are assembled. Paul is planning on doing some work on them and I’ll pitch in on Thursday and Friday. We hope to have them done for a first run on Saturday June 25th. See you there.

Third, we’d like to know what you’d like in the way of clinics, road trips and the like for the fall. Rhinelander RRA guys are now busy showing the layout at the Rhinelander Depot and after a run of several clinics its time for a summer break. The joint meetings have been good; but we’ll plan on the last weekend of the month having our own meetings. More on the where and when via email. I’m at rgblocks@me.com and we show up on the website as well.