

North Atlanta O-Gauge Railroad Club



The Monthly Newsletter of the North Atlanta O-Gauge Railroad Club

Issue #2 - Feb 2009

Hobby Town Update

Follow the progress of the NAOGRRC layout at Hobby Town USA in Kennesaw, GA.

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Train Dr. Ted

Dr. Ted answers questions about sick trains.

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Layout of the Month

Each month we highlight a layout from one of the members of NAOGRRC with tips and ideas for all

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Les and his Time Machine



Train stories from the old days when toy trains were every child's dream.

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Meeting Minutes

Just in case you missed the meeting, all of the minutes from the meeting are here.

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Calendar

Keep up to date on what the NAOGRRC is doing in the next few weeks.

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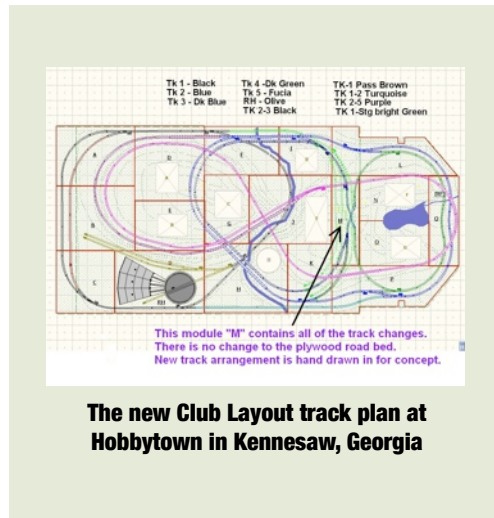


Clear Track Ahead

...There will come a time when you believe everything is finished. That will be the beginning... ..Peter Nivio Zarlenga

Hobbytown Layout Changes

On our layout, instead of 3 major loops and 2 minor loops we now have 4 major loops. The electrical team tonight finished the wiring of the new combination of loops 3 & 4 that Ron drew out and assembled. All tracks were soldered and wires to the loop were color coded for the new combined loop for ease of future wire tracking. A turnout was reconnected, the master HT closed loop turnouts were tested and the DCS signal strength for the new loop passed the test. Thanks Ron for spending 3 days at HT to



cut and assemble the track and thanks to the electrical team for the many sessions to get everything soldered and wired and making all systems fully working. All 4 loops at HT are complete and running trains in conventional, DCS, Legacy and TMCC.

What is a Ferroequinologist?

Noun
Singular
ferroequinologist
Plural
ferroequinologists

1. (humorous, considered nonstandard) A student of ferroequinology; a person who studies trains.
2. Ferroequinologist; student of the Iron Horse.

We Need Your Input

This newsletter is dynamic and responsive to the needs of the membership. Any suggestions for content in the newsletter should be communicated to Ted or Cookie via email.



Hobby Town Layout Update

"Hot time in the old Hobby Town tonight!"

At our NAOGRR Club meeting on Thursday, 2/19, two track cleaning cars were demonstrated on the Club layout. We were looking for the best system to keep the tracks clean for a smooth operation of all trains on the layout. Clean track keeps the trains running.

Bill Dischinger brought a great cleaning car which did the job extremely well. It was the CMX car. Bill says that track cleaning is important when a lot of your track is in tunnels. Bill found his car in a RR magazine and then also a website. A Chemist analyzed what makes the track dirty and what it takes to clean it.

3 sources of dirty rails:

1. oxidation
2. organic contamination
3. external contamination

The wheels are what really spread a lot of gunk around.

Once the wheels and tracks are cleaned, then maintain cleaning as needed.

There are many types of cars out there with various cleaning fluids- alcohols, slow solvents, acetones, etc- We used Bestine on the NAOGRR layout.

Ted also had a track cleaning train- made up of 4 cars. All 4 cars in order will do the job correctly. Solution car-whitening pad-buffer.

Ted says you always need a whitening pad on a car that comes after the solution car.

He is also using Bestine for the cleaner agent. No odor, but **"highly flammable"**

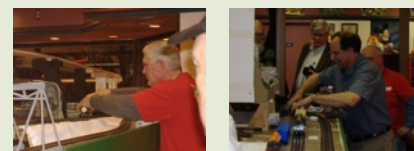
Resources-

Link to the article by a Chemist on Track Cleaning mentioned by Bill at the meeting

http://www.tonystrains.com/technews/cm_x_chemist_review.htm

Link with information for purchasing the CMX track cleaning car demonstrated by Bill at the meeting

<http://www.tonystrains.com/tonystips/2004/081904.htm>



Two track cleaning cars were demonstrated at the NAOGRR meeting.

Featured Columns

Wisdom, advice, ideas and history in monthly columns.

Train Dr. Ted



What Can a 'Can' Motor Do and Can not Do.

Q: The 'can' motor. We see it in most modern engines. Why?

A: The can motor is less expensive than the conventional motors used in the past by toy train manufacturers. A conventional motor for an engine will cost at least \$35.00 and usually much more. A 'can' motor is around \$9.00-\$12.00. Examples are the motor for the New York Flyer at \$8.50 and the Hogwarts motor at \$11.00.

Q: You see LGB engines in commercial places. They seem to run forever. Why?

A: In the past I worked for the "Great Train Store" at the North Point Mall along with Casey. We ran a LGB large G-gauge overhead layout in the store. Two reasons for running an LGB engine is that it's big and can be easily seen, and it has a 'can' motor. It will run and run, versus a Lionel motor that gives up much sooner. No, the LGB 'can' motor did not last

forever. The engines (motors) would have to be replaced periodically. These motors also lasted longer because the motor / engines ran at a much slower speed than you run a typical Pullmore motor.

Q: The Club uses engines with 'can' motors on the layout at HobbyTown. Why?

A: Same reason as above. Those 'can' motors just keep going, and going.....

The 'can' motor versus a standard 'Lionel Pullmore' motor.

Myth: The 'can' motor lasts forever.

No, the 'can' motor has a life time of its own. Example: The Polar Express and the Hogwarts engines 'can' motors lasted about 2 months in the November/December season at HobbyTown.

The can motor shown in Photo #1 is from a Polar Express. Photo #2 is a Lionel 'Pullmore' motor.

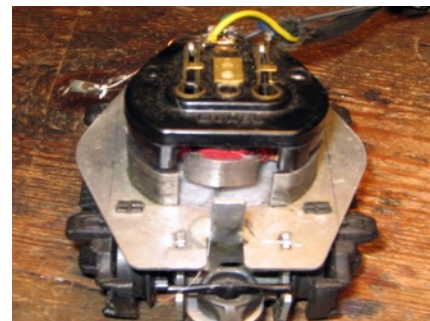


Photo # 2 above

The better 'can' motors include a flywheel to smooth out speed changes and also to help the motor run smoother at slower speeds. Because of the press fitted flywheel on one end and the worm gear on the other end of the 'can' motor, this makes it impossible to service any parts inside of the 'can' motor housing.



Photo #3 is the armature inside the can.

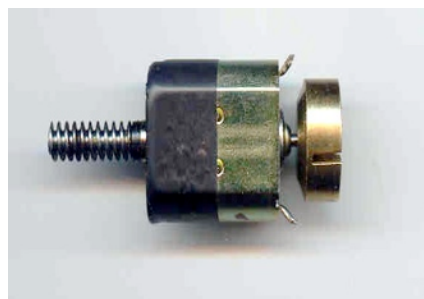


Photo #1 above

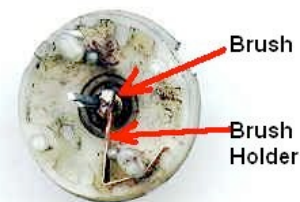


Photo #4 is the brush top of the motor.

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Train Dr. Ted

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Photo #5 shows a 'can' brush & spring for scale.



Photo #6 is a brush close-up.

The size of the 'can' brush is a fraction of the size of a brush in a Pullmore motor.



A 'can' motor last longer as the motor usually runs a lot slower for the 'scale' operator speeds. It does not get as hot as a 'Pullmore' motor. The 'Achilles' heel of the 'can' motor is its brushes. If the brush was the size of the 'Pullmore' motor brush the motor would probably last 'forever'. The 'can' brushes cannot be replaced as in a 'Pullmore' motor. They do have a fixed life. 'Pullmore' motors need to have parts replaced but are able to run for a hundred years and could run another one hundred years with available replacement parts.

As for replacing the 'can' motors on the 2 engines that I have repaired; it only takes about 10 minutes each to change out and test a new motor in an engine.

Club Trains

More good news at HobbyTown. The replacement motors for the Polar Express and the Harry Potter engines have been installed and both engines have gone through a 10 minute break-in run. They work like new and are back into service at HobbyTown.

While replacing the motor in the Polar Express, we found that the 'grease well' for the motor's armature gear where it contacts the worm gear (drive) was never filled with any grease from the factory. Also in that 'well' are the axle bushings in which one of the bushings had so seriously fractured that some of its filings were in the 'well.' Good things to check if you buy one of these engines. The Harry Potter train received its new motor as well as new triacs (transistors) and headlight.



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Wisdom, advice, ideas and history in monthly columns.

Les and His Time Machine



It's like this....

Back in 62' I was working as a Section Head in a vault at First National City Bank at 55 Wall St. We got paid every other Tuesday.

There was a hobby shop at 25 Park Row across from City Hall. A few of us would walk up on our lunch hour to The Automat, where you put change into a

slot next to the item you wanted to buy. For example 10 cents for a piece of pie, 15 cents for a ham and cheese sandwich, and so on. The other guys would walk back the 6 blocks to work, and I would go next door to buy some Lionel at Hobbyland. I got some real good buys there. A 736 Berk was \$38 and a 682 turbine was \$32- all brand new. I knew that I needed \$3.00 for subway fare to get to work for 2 weeks, \$15 for car insurance for that pay period and the rest for lunch and my mother for "Board" as it was referred to.

At this time my Boss was David Rockefeller. He called me one day after lunch and asked "Is Josan Janovic back from lunch?" I said "No Sir, not yet." About ten minutes later he called for me to go up to the "Blue Room" as we called it.

He said "Go down to the traffic department and take a van to Midtown Manhattan, here is a check for \$100. Bailout Janovic." I asked what happened? "He was demonstrating in front of the UN building against Tito from Yugoslavia and got himself arrested." I went up there and bailed him out and said to him "We are stopping at 25 Park Row. I have some business of my own to do." I walked out with a 2354 NYC twin diesel for \$43.

A little less than a year later Tito was back in town and Janovic was back in the Pokey. I went up and bailed him out again. This time on the way back to the bank he asked "Are you taking me to the train store again?" I said "You're learning buddy. **It's like this.. You get arrested, we go to the train store.**"

When I returned to the bank and to Rockefeller's office with the receipt, David R. said "Janovic speaks many languages, that is why I put up with his antics. He was a teacher in his native land and escaped in the mid 50's. I would probably do the same thing he does if it were me."

The next time I went to get some more trains, my hobby shop had a padlock on the door. The owners did not pay their taxes. I went there 2 days later and it was completely vacated. As always, I found another store and more trains to add to the "Insanity" as my father called it.

Layout of the Month

Raccoon Creek Scenic Railroad

Owners: Rick and Cookie

Size of layout: 12 x 18 layout

Layout start date: September 2008.

Theme: 1940's steam era in the scenic mountains.

Engines: MTH and Lionel Steam new and converted to digital

Layout Control: DCS and TMCC.

Why did you build a layout? Rick has engines from the 1950's given to him by his parents. These engines and memories of running the train with his Dad have been the reasons for this hobby. Also, building a realistic layout is an outlet for creativity for both of us.

Website or Blog: Cookie keeps up a blog on the RCSR. There are over 400 pictures of the layout in the Gallery.

http://web.me.com/nydiah/main/Train_Blog/Train_Blog.html

Rick and Cookie both encourage your comments and tips.



MINUTES OF THE MEETING
2/19/09 7:00 PM

Attendees: sign-in sheet at HT, new member Carl King

Guests: Richard Walker and Robert Filiberto

Group order-the order for train parts with Lionel is sent on the 15 th of the month by Les- email him if you need parts. The object is to cut down on shipping. The order is taken as a service to the club members.

Secretary's Report-Cookie announced the minutes and the newsletter- there is an open request for articles and nominations for layout of the month. Let Cookie know if you are not getting the Newsletter. We will reduce the file size of the newsletter next month.

Legacy problem- Ted spoke about the Legacy problem when used with some ZW transformers- info has been sent out by email to the group and is available on the Club's website in the 'Member's Only' section. If you want more info, contact Ted. We may include this in the next issue of newsletter.

Tour of homes- We would like to open up homes for the members to come see the layouts. Unfinished layouts are also good- to see the progress and tips on construction. Plans are for March on a Saturday- email Curt if you would like to be on the tour. Each tour time would be a 2 hour slot.

Videos- Eric's has many videos about trains on YouTube and also accessible on his website.

Live demonstrations- of the track cleaning cars by Bill and Ted. See page 2.

Older Circuit breakers-Ted spoke about the fast acting Lionel 91 post-war circuit breaker. He put a #91 in series with the Lionel lock-on circuit breaker to test it out. This old 6 amp circuit breaker works faster and better. No sparks if the car went off the track. This protects the DCS and TMCC. The only breaker that tied was the breaker inside the CW80 transformer. Ted recommends the Lionel 91 for all layouts.

Invitation to bring your trains and run them on the layout. Hobby Town likes for us to run them.

Next meeting on 3/19/09 with ' Business Meeting' at 7:00 pm- don't forget.

Club member layout tour

We would like to set up a club layout tour/ open house for some Saturday in March. We envision having 2 or 3 layouts open for visits in the morning, say from 10AM to 1PM and 2 or 3 more in the afternoon from 1PM to 4PM. This would be a similar format to that used by the NMRA during their November Piedmont Pilgrimage in that we would try to cluster the layouts in the same approximate geographic area.

For a layout tour to be successful, we need members willing to host. If you have a home layout and would be interested in participating in the tour, please email Curt and let him know if you have a particular date

that works better than another and your preference for morning or afternoon. Your layout doesn't need to be a very large completed masterpiece like Bill D's, Dale S' or Jay C's. 4 X 8's and layouts that are under construction offer a great opportunity to see various benchwork and scenery techniques and can be very instructional for folks visiting them. It is also fun to watch over the years as layouts expand or progress from benchwork to completion. If we have enough folks volunteering to host, we will look at adding a second Saturday, either in March or April.

We would also like to know how many members would be interested in attending the tour. Please email Curt regarding your interest to tour and/or host.

C A L E N D A R

North Atlanta O-Gauge Railroad Club							FEBRUARY 2009						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
22 1-5 PM Trestle building @ Bill D's	23	24 6-9 PM Work @ HT	25	26 6-9 PM Work @ HT	27	28 9:30 AM to 2 PM Work @ HT	MARCH 2009						
1 1-3 PM Trestle building @ Bill D's	2	3 6-9 PM Work @ HT	4	5 6-9 PM Work @ HT	6	7 9:30 AM to 2 PM Work @ HT	8 1-3 PM Trestle building @ Bill D's	9	10 6-9 PM Work @ HT	11	12 6-9 PM Work @ HT	13	14 No Work Piedmont Div. (NMRA) Model Train Show -Cobb County Civic Center
15 No Work Piedmont Div. (NMRA) Model Train Show -Cobb County Civic Center	16	17 6-9 PM Work @ HT	18	19 Club Meeting Tonight 7 pm	20	21 9:30 AM to 2 PM Work @ HT	22 1-3 PM Trestle building @ Bill D's	23	24 6-9 PM Work @ HT	25	26 6-9 PM Work @ HT	27	28 9:30 AM to 2 PM Work @ HT
29 1-3 PM Trestle building @ Bill D's	30	31 6-9 PM Work @ HT	Apr 1	Apr 2 6-9 PM Work @ HT	Apr 3	Apr 4 9:30 AM to 2 PM Work @ HT							