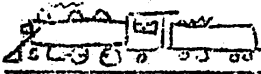


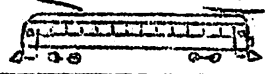
# GLINKERS & SPARKS

FROM THE ASHPIT

FROM THE TROLLEYWIRE



EAST BAY MODEL ENGINEERS SOCIETY, INC.  
4075 HALLECK STREET, OAKLAND, CALIF.



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## SUMMER CLEANING

Many Mays ago John Page gave forth with some good advice on "Spring Cleaning"; I think it is much more applicable for the lax summer months.

Why not give your pike a thorough cleaning? What to do? Well, you might start by removing all grease and grime from your track — not just the running surface, but all over, including the vertical faces of the turnout points and stock rails, and the frog flange-ways. An old toothbrush soaked with cleaning fluid is excellent for the job.

Then clean all trucks and wheels of your rolling stock. If you don't, they'll just pass their dirt back onto the track and you'll be back where you started from. Do the job right. Remove the trucks, cut the packed grime from the wheel treads, then drop the trucks into a tin can half-filled with cleaning fluid. Let soak for about 10 minutes, then remove, rinse in a clear solution, and set aside to drain. When dry, oil the trucks sparingly and re-install.

Clean up your locomotives, too. Remove the superstructures and motor. It's best to disassemble the mechanism completely, but if that's too much work, set the mechanism in a shallow pan containing cleaning fluid; then go after it with a small paintbrush. When the mechanism is fairly clean, set it aside on news-

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paper to drain dry, and go after the motor. Polish the motor commutator with a piece of crocus cloth or very fine sandpaper until it's restored to a bright coppery gleam. Remove dust from the locomotive superstructure (and all your cars) with a soft dry paintbrush of appropriate size. Lubricate the mechanism sparingly; then reassemble the locomotive.

A little bit of dust on the landscape and structures does, we agree, tend to tone down some of the garish colors that somehow sneak into the most carefully painted scenery. However, too much dust becomes both a scenic and operational liability and should be removed. Best way we've found to do so is to borrow our wife's vacuum cleaner and its attachments and go to work. If you use Norwegian lichen as foliage for your trees, be careful. We've had entire trees denuded by the 200 m.p.h. scale hurricane at the vacuum cleaner's nozzle. Best technique is to hold the foliage in place lightly with thumb and forefinger of the left hand, then nuzzle the vacuum cleaner attachment around it to suck off the dust. Careful with that hose extension, one misdirected flick and your electric and telephone lines are down. Then pass the attachment lightly across the roofs of your structures to remove loose dust there, and over all your trackage to remove dust from ballast and ties. If you use loose ballast, you'll have to do this more cautiously than if your ballast is fixed, of course.

(Cont'd. on Page 2, col. 1)

CLINKERS & SPARKS

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The management of this publication is open to comments from its readers, but it should be noted that by its very nature error will inadvertently be included for which the management will accept only token responsibility. Thus, present editorial policy dictates that corrections, retractions, etc., will be held to a minimum.

SUMMER CLEANING (Cont'd.)

And don't forget your power supply. Get down close and peer into one of the ventilating openings of the power pack. If the interior of the pack appears dusty, and you feel venturesome, disconnect the pack, then remove the case and clean the dust off the transformer and rectifier with a very soft-bristled brush. Be careful not to snag the brush in any wire connections, for you might loosen them. Spruce up your control panel, including the glass meter faces and control knobs, with a damp chamois cloth.

If after all this the cleanup zeal still burns within you, go out and help your wife clean up the lawn and garage.

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NOTICE

No excuse is given for brevity. Content is governed by contributions.

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