

Tips for Graham Farish Poole locos © farishnspares 2020

This applies to steam locos which were made between 1977 -2000

If your loco shows signs of erratic running the main centre wheel drive gear maybe worn or dished teeth the following action needs to be taken.

Replace the centre wheel assembly with a new one, it might mean the whole drive wheel set may also have to be changed as well subject to availability

Note (1) if the drive gear on original shows worn teeth you will need to change the armature bearings as well £0.95 a pack of 2. Otherwise you will be back to square one.

(2)The drive gears on Poole locos are locked onto the drive axle and therefore not designed to be pulled off or further damage will occur, all have brass axles.

*(3) From 2000 onwards the Chinese wheels have a different wheel flange and are designed to have at least one rim removed if gears need changing in the future, all have steel axles, if these have same damage as earlier loco types when replacing the gear is ok but you will **still need** to change the bearings even if they look ok.*

The same basically applies to the Poole diesel drive axles.

To test for cracked gears

Try sliding the gear on the brass axle sideways if it moves it is likely that the gear has a hair line crack in it. If so it will mean that all the drive axles will need to be replaced, you should never mix different wheel types on the same loco. Important don't be tempted to fit the new Chinese gears to the old drive axles as damage will occur to the motor due to the extra resistance, causing over heating to the motor bearings and motor, which might not appear to you but over a period it will happen. A good sign is when you look at the gears when they are rotated under power you will see the gears appear to wobble this will cause resistance which by the time it has gone through the gear train will add approx. 20% extra loading to the motor that's assuming you have fitted the latest gears to the brass axles

Note there are no direct replacement motors available now it will mean a replacement coreless motor (see CM2020 on web site) there are 4 variations available with instructions included.

To test the diesel wheels for cracked gears, use your thumb to roll the wheels round from the underside of the bogie (don't put bogie on the track) your thumb is very easy way to discover if you have any cracked gears in the bogie, do the same when the wheeled axles are removed from the bogie to make sure all intermediate gears rotate freely without jamming or clicking.

Note if the bogie is the early Chinese design then you won't be able to rotate the gears as there will be a brass worm attached to the top of the bogie laying in a horizontal alignment at the front of the bogie (2002-2010 types)

Any questions feel free to contact me 01287633036 9-5.30,ask for me Bob Russell

Monday to Friday.