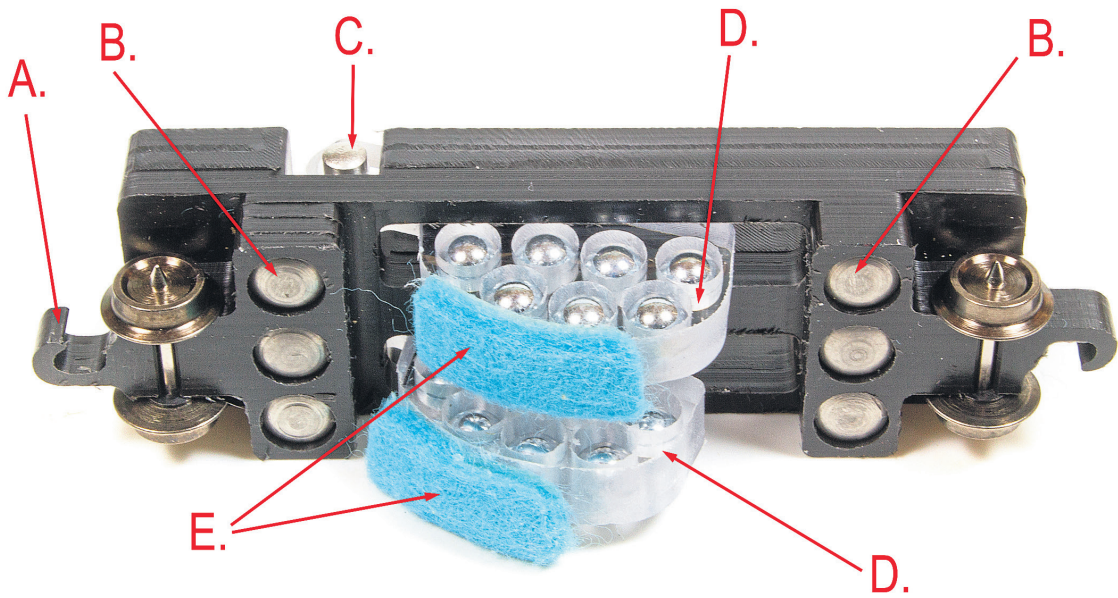
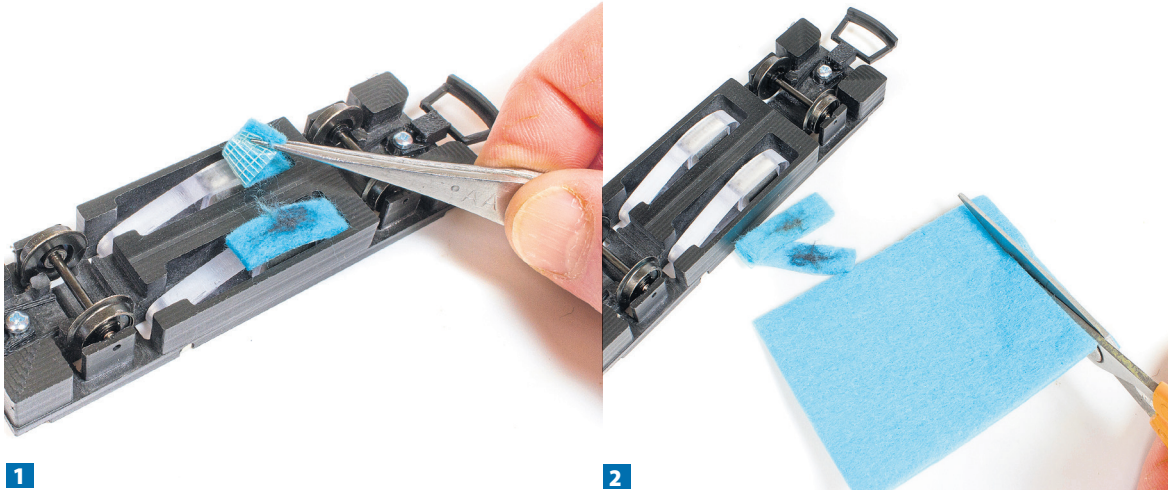




An N gauge model is available too, using the same pivoted arm principle. The model is well engineered for optimum weight and performance. Points to note include: **A:** Generic coupling, which works with N gauge 'Rapido' couplings. **B:** Carefully ballasted for optimum performance. **C:** Clean pad arm pivot. **D:** Weighted cleaning pad arm. **E:** Cleaning pads.



PRODUCT DETAILS:
Track cleaning cars for OO and N gauge.

Manufacturer:
KPF Zeller

UK Sales:
Ten Commandments Models

Price:
£40 for both types.

Web:
<http://tencommandmentsmodels.co.uk/product/track-cleaning-wagon/>
www.tencommandmentsmodels.co.uk

Buildings with rail access are also challenging to clean. The N gauge track-cleaning car is propelled into a china clay loading shed several times to clean the rails. Paved track presents no problems as long as the road surface is below the level of the rails, which it should be for reliable operation.



The track-cleaning cars work well when propelled and hauled, which makes them perfect for pushing along end-to-end layouts and working into the end of sidings and platforms.

Operation

When you pick one of the track-cleaning cars up, you will notice that there are two narrow cleaning arms with curved pad surfaces instead of a single pad fitted across the width. This is a design that is intended to prevent the cleaning pad from snagging on the studs of three-rail stud contact systems or detail fitted between the rails. It will neatly avoid AWS ramps, point rodding and other fine details used to complete track modelling. They apply gentle pressure to the rails to clean the top surface through friction and may be operated in either direction. I found that a single locomotive could manage the car in both scales, both propelling before the locomotive and when being hauled behind it.

I prefer to clean the track before an operating session using a track-cleaning car. Clean pads are fitted and the car run first around the main line track several times before being removed from the layout and the pads inspected for dirt collection. The spent pads are removed, which is easy to do, and new ones fitted before repeating the exercise. The cars are easily propelled into platform bays, dead-end sidings and over complex point work. Once the layout has been covered, the track-cleaning car can be stored in the staging area of the layout until it is next needed.

Some modellers may use the cleaning car throughout the operating session. It can be included in the formation

of an engineer's train and run almost continuously – there are couplings fitted to both ends of the cars which will allow it to be run as part of a train. Remember that the cleaning pad material is designed to collect dirt and should be discarded after a while or it will become ineffective.

Replacement pads

Apart from the rugged design of the track cleaners, which means that they should last for a lifetime with care, the cleaning pads are not made of a unique material. While plenty of pad material is supplied with the cars, it is replaced with simple cleaning cloth available in most supermarkets – cut to size and fitted to the cleaning arms with double-sided adhesive tape.

The benefits

Track cleaning is a chore and track-cleaning cars are a great way to make the task easier and quicker. The KPF Zeller track-cleaning cars are particularly effective thanks to their unique pivoted cleaning arms and they can be propelled into less accessible areas of the layout and will clean the track in tunnels, under train sheds, in goods sheds and under the wires of layouts with electrification masts and portals. Delicate signalling and overhead signal gantries no longer need to be at risk of a hand and track rubber!

