

Minimise wheel slip on 48 Class and pull more load

With the pre 2000 48 Class locomotives there was rumblings of the 48 Class being low on power or prone to wheel slip. Often people had unrealistic expectations but in 1994 a simple change was found to improve power.

If you are having trouble with running or pulling a load with this diesel try this following suggested solution, as it may help; (it will not help if you are trying to pull big loaded trains).

Undo the screw holding the side frame to the bogie and remove the side frame. Remove the three wheels, lift up the electrical pick-up and view it from the side to make sure that the centre piece is sloping down at approximately a 45 degree angle as indicated on diagram one.

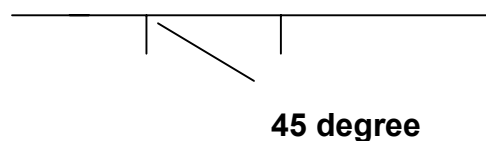


Diagram 1.

Reassemble the components as follows- Put the centre wheel back into bogie, making sure that the rubber insulation is facing you, then re-insert electrical pick-up making sure that the 45 degree angle centre piece is under the centre wheel as per diagram 2. Then replace remaining two wheels (geared) onto the bogie. Replace side frame left side first making sure to engage slot with the lug on the bogie, push down towards right-hand side to fully engage. Replace screw. Make sure all rubber insulation inserts on wheel are facing you

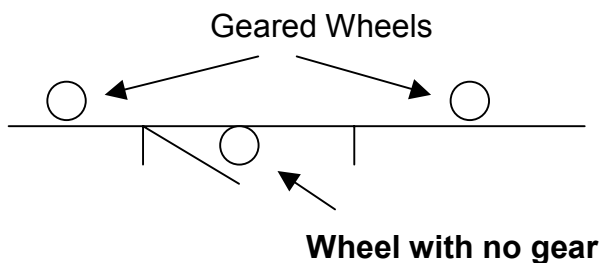


Diagram 2.

This should improve the running and haulage of your 48 Class diesel.

Note:

This modification should not be required on the current run of 48 Class diesels, as they have already been improved. The proof of this was Ross Moar's Austrac 48 Class hauling 23 passenger carriages up an incline in the AMRA NSW club layout. This is only one of many examples, which show the Powerline 48 Class can haul bigger loads than the prototype.