How to use Labelle Lubricants Step by Step to clean your track and Lubricate your model train Locomotives, track, and rolling stock.

Part One: Is to make sure your track is clean. Locomotives will not run very well on dirty track.

Q: How do I tell if my track is dirty?

A: Visual inspection is the simplest way. Run your finger tip down about a foot of the track, if you get a black line on Your finger tip, the track is dirty and needs to be cleaned. Also inspect for obvious dirt such as pet hair, and any loose scenic debris that might have collected on or between the rails. (Especially at switch points, or crossings).

If your track needs cleaning we suggest the Labelle #105 track cleaning kit. (The kit comes with directions)

Con-Cor also makes a track cleaning car, with a felt pad that can be used for areas of the layout that are out of convenient arm reach.

WE DO NOT RECOMMEND using an abrasive rail cleaner. An abrasive cleaner actually removes some metal from the rail top, and some brands of rail may not be not 100% all "brass" or "nickel silver". To save money the manufacturers of some model train rail these days might just have a "flash plating coat" on the surface which an abrasive track cleaner might remove after continuous use.

Q: How often should I clean my Track?

A: Depends on how often you run trains, if you have not run trains for a couple of months, or they have been in storage for a while it needs to be done before you start to run trains again.

If you run trains on a regular basis, then every 4-6 weeks should be OK. But that also depends on how clean the Environment the layout room is to begin with. The finger tip method above is probably your best guide.

Q: Why should I put a few drops of oil back on my track?

A: Labelle Lubes are "dielectric" that means electricity can go through the lube and increase the power contact between the electricity in the rails and the metal contact wheels of the locomotives, and any passenger cars that have interior lighting.

So it is good practice to put a few drops of Labelle oil on the rails and run the locomotive around a few times to distribute the oil all over your mainline. (For sidings where you may do switching, you can put a few drops of Labelle on your finger tip and just run it over the trackage you might be switching on.

This will leave a micro-scopic film on the rails that will improve the electrical contact between the track and locomotive. This should eliminate the dreaded "Locomotive headlight flicker"

If you run **"DCC"** trains and your locomotive headlight flickers, it means "Packets" of DCC into that are being sent to your locomotive are being interfered with by dirty track, or a weak link in your track wiring somewhere. If you have just cleaned the track, then it could also mean the locomotive wheels are dirty.

In your haste to get your trains running, and clean the track, you might forget to clean the locomotive wheels.. Same trick as suggested earlier. Pick up the Loco and rub the tip of your finger on the Locomotive wheels if your finger comes up with a black smudge, the wheels need to be cleaned, ditto on Passenger cars that have interior lighting.

Q: Am I done with cleaning the track?

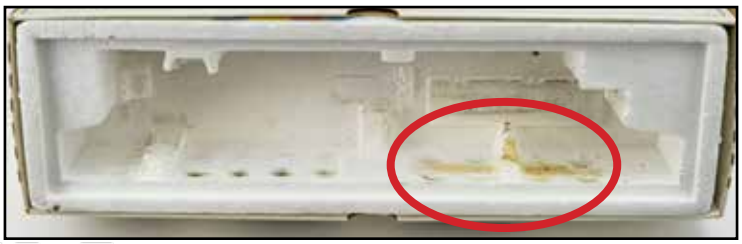
A: No, Once you have cleaned the track, and tested and or also cleaned the locomotive wheels, you have one task remaining, and that is to go around and also apply a few drops of Labelle Lube to all the switch point mechanisms, as well as the moving parts of the switch control motors. This final step is overlooked by many modelers who spend hours tracking down why remote switch controllers are not working and think it is an electrical problem. It is probably a lubrication problem, not an electrical problem.

Part Two: Once you are satisfied the track is clean enough you can proceed to cleaning your locomotives, and rolling stock.

Q: How do I know when a locomotive needs to be cleaned and re-lubed?

A: No matter if it is a "new" locomotive, or a "used Locomotive" you bought on eBay, or at a Train Show it needs to be inspected carefully.

If "new" check out the box and foam if it came in. If you see any sign of the factory lubricant is staining the box or packing material, the factory obviously used the wrong lubricant, and will need to be cleaned and re-lubricated with reliable Labelle Lubricants. You do not want oil of unknown origin dripping on your newly cleaned track.



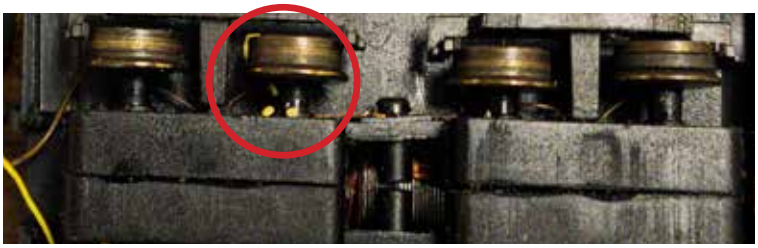
If you bought a Used Locomotive, or a "new" Collectible Locomotive that has been sitting in someone's basement or attic for a while you definitely need to clean the engine completely and re-Lube with the correct reliable Labelle Lubes for that scale model train.

If the lubricant used by the previous owner or a new model that has been sitting around for a while and the previous lubricant has either fully or partially dried up and may have left a GUMMY RESIDUE, you need to get rid of that residue before applying new lubricants.

We suggest **Labelle # 901** motor and gear box cleaning kit is what you need to get rid of that residue. Follow the directions included with the Labelle #901 kit.

If you have some old train lube laying around and figure you will just use that. Please answer the following questions:

Q: Do you know what the contents of brand "X" oil is? Does it list the contents on the bottle? Is it a petroleum base oil or Synthetic? (All petroleum based oils will leave a "GUMMY RESIDUE" we talked about above.)



A: All Labelle Lubricants are either full modern day Synthetics, or Synthetic blends using the latest in Nanotechnology and most contain PTFE (aka Teflon™) the "slickest substance know to man"

Q: Is there any warning on the bottle or can about Dangerous contents?

A: Labelle lubes do not need any warning labels, most of the Labelle Model Train lubes, are USDA (H1) (Approved for use around food prep areas) Eco-friendly and Bio-degradable. Labelle also has all the required safety documents (SDS) available on Labelle-Lubricants.com website.

We can not find any of the other makers of "model train lubes" who have such documents posted, although they are required to do so by the US Government.

Q: Is it Plastic compatible?

A: If it does not say anything on the label, it is probably not 100% Plastic compatible.
So in conclusion, if the bottle of train lube you already have does not meet the above, for safety reasons, please dispose of the old lube properly .

Then get Trusted Labelle Lubricants** that are made for the scale of train you are using.

** Labelle might cost a bit more bottle or tube than other brands, but in the long run it is more economical than other brands, as you need to use less per application. In most cases only few drops, (or about a grain of rice size dabs of grease) are needed per application. In the long run you are actually saving money by using the superior synthetic Labelle Lubricants.

Why are you penny pinching a $1.00 or so per bottle when you are putting it on a $250-$400 locomotive ??

Part Three: Okay, now lets start applying new Labelle Lubes to your locomotive.

Step #1 - Most locomotives are designed so you actually only have to remove the body shell and just about everything you will need to be lubricated will be exposed. But some of the manufactures have clever ways to hide the interlocking tabs that hold the body shell on the frame, so you will have to be careful not to break any of these important tabs.

Before you start, check out the exploded assembly sheet that came with the locomotive, if this is missing go online to the Manufactures web site and very often they have the paperwork that came with the particular model you are working with online and available for download.

About 90% of the locomotive body shells are just held on by the tabs, and you probably will not have to disassemble anything once you know where the tabs are.

Step #2 - You need very clean table area to work with and very good lighting

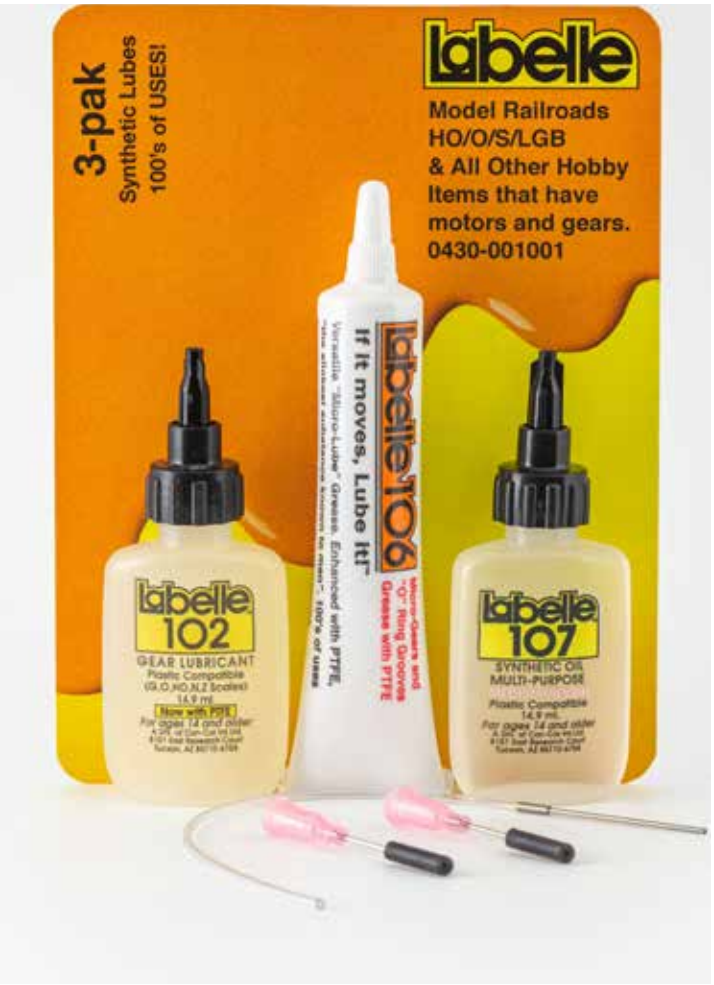
Use a clean lint free cloth or micro-weave cloth so as you take apart the Locomotive you don't lose any tiny parts if any parts do have to be removed. Use a clean heavy bowl, or mug to put all the tiny parts and or screws in so they do not get lost.

You probably will have to turn the locomotive upside down to work on it. Simple solution is just get some small bean bags at a toy store and use them as a nest for the upside down locomotive.

Step #3 - Review the Labelle Lubrication Video on the Con-Cor International YouTube site to review what you will need to do. **https://www.youtube.com/watch?v=jxXIIDmNI6g**

TIP: If not quite sure what small parts might go where when doing the dis-assembly, take photos with your phone of the step by step dis-assembly, so you can review when re-assembling everything. So take as more than you think needed..The more the better and photos stored on your phone cost you nothing.

TIP: If you buy the Labelle 3-Lubricant Pak (430-1001 for larger scales or (430-1002 for N/Z scales it comes with a 6" needle extender tube that allows you to reach deep into a locomotive mechanism without having to dis-assemble anything.



Summery:
(Some suggested Uses), Only a few drops are needed in each location, do not OVER OIL, you can always add a few more drops, if you run the loco after the first few drops and still have some squeaks Etc, but it is difficult to remove over lubrication.

Lubed areas should feel wet to the touch, but not dripping oil.

Use following Labelle Lubricants in these places:

430-00102 Labelle dielectric Gear Oil
• Gear Towers, ends of motor shafts, larger bearings,
• Exposed Gear Boxes (A few drops at each point a gear is exposed to start, run locomotive for 5 minutes , then add a couple more drops at same location and run for another 5 minutes. Oil will transfer itself throughout the gear train.

430-00106 Labelle dielectric Grease
• Enclosed gear boxes and gear towers.
• (Reason for the difference between 102 and 106 is the use of the grease on exposed gear boxes will attract more dirt and debris than the 102 oil.)
•Again let your personal choice guide you when to #102 or #106

430-00107 Labelle Medium dielectric Oil (108 for N/Z scales)
• Motor commutator shaft (where the motor brushes touch the commutator if non-can motor) Since Labelle is dielectric it will help to lubricate the contact point between the motor brushes and commutator shaft (where exposed) reducing motor friction.
• Wheel Bearings on Locomotive axles
• Worm gear shaft bearings
• "U" Shaft bearings
• One drop at both ends of the axle ends on all rolling stock
• If you do a lot of switching, a drop on each operating coupler mechanism
• Electric Switch motor mechanisms
• If you will be re-lubing a steam locomotive, don't forget the lube the Side Rods and Valve gear with Labelle they use up a lot of the motor's energy, especially the larger "articulated" engines that have that 4 sets of valve gear to keep in motion.
•Proper Lubrication will free up more of the motor's energy for pulling power.

Welcome to the world of Model Trains !

Labelle Lubricants has been around since 1975, and is the #1 Selling Lubricant for model trains and R/C models in just about every Hobby Shop.

Labelle is the most **"Trusted"** name in Lubricants for model trains of all scales.

Most of our incredible Lubricants contain **PTFE (Aka Teflon™)** which has been called the slickest substance known to man. and are **"Made in USA"**

Here are some helpful resources you can check out:

To find a list of local Model Train Shows and Events and their status during the ever changing rules and local regulations during Covid check out the **https://www.railserve.com/** website.

If you are an organizer or promoter of a Train Show or Event that is not listed go here to Register. There is an option to List for "Free", all you have to do is Agree to list the **https://www.railserve.com/** website on your club or Organization's Web Site, so the word about your event and others like it get spread even further among those interested in Model Trains.

That link is: **https://www.railserve.com/listing.html**

Here are some National Organizations you can join to get further information about **"The World's Greatest Hobby"**

National Model Railroad Assocation: **https://www.nmra.org/** (All Scales)

N-Trak (mostly "N" Scale Items), but devoted to those who build "modular layouts" sections 3-5 feet long and meet at given locations and mate all their "modulars" together to make gigantic model railroads.

This idea works out for those who do not have enough room in their home or apartment to build an extensive layout.

Some of the most popular magazines for model trains of all sizes:
Model Railroad News: **https://modelrailroadnews.com/**
Model Railroad Craftsman **https://rrmodelcraftsman.com/**
Model Railroader Magazine **https://www.trains.com/mrr/**

There are over a dozen other small magazines devoted to special nitch model railroads

And of course you can find hundreds of Model Train Videos and "How To's on YouTube