

## **Serial Wiring of Dual motored Locomotives**

This was an unusual request and an issue I had not considered because the conversion would slow the locomotive down considerably. This conversion was used on earlier dual motored 81/G/BL Class locomotives as it slowed them down, made them run more evenly and smoothly and made their running speed comparable with brass locomotives.

Sure it is OK with pre 1997 produced big locomotives but productions from late 1997 have been given a new mechanism that does run smooth, slow and to scale. We responded to requests and developed our own mechanism which would run to scale speeds, be slow, smooth and have the power to pull more then the real thing ever could. So I do not see the necessity or a valid reason to serial wire any currently produced locomotives.

For those of you with old dual motored 81/G/BL Class locomotives, serial wiring would enable your old locomotives to run much more evenly with their newer brothers. Note this is a conversion for dual motored old locomotives.

Standard the older dual motored locomotives have two parallel wired motors. To rewire them in serial is as simple as cutting the wires from the bottom of each motor where they connect to the terminal at the centre weights and then join them together. That is joining the wires that originate from the bottom of the motor together. This will make them run smoother and slower and make them more compatible to the new versions.

For those with the old single motored versions the easiest way to match speeds is to convert your locomotive to a dual powered locomotive and serial wire it. There are still some of the old power bogies available in some stores.