

THE TIMETABLE

THE OFFICIAL NEWSLETTER OF THE **ILLINOIS VALLEY DIVISION**



NATIONAL MODEL RAILROAD ASSOCIATION

Volume 39, No.4, June 2020

WEBSITE: nmra-ivd.org

Hello IVD members,

Here is what has happened since our last Meet in May and the last IVD board meeting.

In May we held our first Virtual IVD Meet and it was a great success. We had approximately 9 people join the meeting via their computers and it went very smoothly. Dave Hawkey provided a clinic on scrap loads and I did one on virtual railroading. All in all it was very a good meeting and everyone enjoyed the presentations.

We are still planning the July IVD cookout and at the next meet. it is tentative at this time, again due to this pandemic and we will have to see how that works out for us. We have tentatively set July 19th. Keep an eye out in your emails for updated information.

Just a reminder! We are also looking to have a layout tour/operating session Roundtable in August in the northern part of the division. What does this mean? Well, we are looking for IVD layout owners to open their layouts to either a tour or operation sessions on a Saturday to be determined and have their layouts open from approximately 10am to 4 pm. As we meet centrally in Peoria now, our layout tours have been basically Peoria layouts, when they are available. This Roundtable event will allow members time to visit layouts without any time restrictions on them, which will allow everyone ample time to view and tour as many layouts as they possibly can in one day. Dave Hawkey will be handling the arrangements and scheduling with each layout operator. So be on the lookout for emails regarding these Roundtables.

Also, I would like to announce that Minton Dings has been appointed to the Assistant Superintendent open position as of the last board meeting a couple of weeks ago. We welcome Minton back and appreciate this willingness to volunteer and serve the best interest of the Illinois Valley Division. Minton comes back to the Board voluntarily and with sound mind, or at least I think he is sane...LOL Again welcome back!!!

As a reminder we still have a few IVD board positions that need volunteers to fill. We need the following positions and if you are interested, please reach out to me and we will get you appointed and your secret decoder ring and show you the secret handshake.

Trainmasters:

- District 1 0
- District 2 0

Well that's all for now, until we see each other

Highball!!!

Jim Tatum

IVD Superintendent

NOTE TO IVD TIMETABLE SUBSCRIBERS:

Due the uncertainty of the summer scheduling of any Illinois Valley Division events caused by the COVID-19 pandemic, subscribers will be notified of changes to scheduling and division membership opportunities by a postcard.

Minton Dings, Assistant Superintendent Editor, THE IVD TIMETABLE

Information compiled herein is presented to the membership on an "as submitted by the authors" basis, and is assumed complete and accurate by the Editor as of the "Deadline For Submissions" date for inclusion in this edition of the newsletter, as posted in the previous, most recent edition of the TIMETABLE. Statements contained in this document are strictly the beliefs and/or opinions of the writer presenting them and not necessarily those of, or endorsed by, the National Model Railroad Association (NMRA) of Soddy Daisy, TN, USA, its Midwest Region ,or its Illinois Valley Division of the NMRA or their officers, agents and designates thereof. Information presented as factual is assumed true and accurate to the best knowledge and intent of the presenter of that information, and are believed to be such in good faith when accepted for inclusion in this newsletter.

DIVISION OFFICERS



<u>SUPERINTENDENT (2020)</u>

Jim Tatum (309)-547-0312 superintendent@nmra-ivd.org



ASST. SUPERINTENDENT (Appointed) (2021)

<u>IVD TIMETABLE EDITOR</u> Minton Dings, MMR® (309)-241-4504 greenriverbranch1957@gmail.com

> <u>CHIEF CLERK (2020)</u> John Moore (815)324-9165 chief.clerk@nmra-ivd.org

PAYMASTER (2021) Ken Burr (309)232-9202 paymaster@nmra-ive.org

TRAINMASTERS

To Be Appointed DISTRICT 1 (2021) - Peoria & Tazewell Co.

To Be Appointed DISTRICT 2 (2020) - Grundy, Livingston, McLean & <u>Woodford Co.</u>



DISTRICT 3 (2021) - Bureau, LaSalle, Marshall, Putnam & Stark Co. David Hawkey (309)274-6150 district3@nmra-ivd.org



DISTRICT 4 (2020) - Fulton, Henry, Knox, Mercer, Rock Island & Warren Co. Jeremy Bubb (309)-221-7865 district4@nmra-ivd.org



DISTRICT 5 (2021) - Adams, Brown, Cass, Hancock, Logan, Mason, McDonough, Menard, Morgan, Pike, Sangamon, Schuyler & Scott Co. Michael Yurgec (217)-3068427

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Upcoming 2020 IVD Meetings

Membership Meetings:

Although now on hold due to the COVID-19 pandemic, when regular meeting resume membership meetings are held on the third Saturday of January, March, May, September and November at the Peoria Public Library, North Branch, 3001 West Grand Avenue, Peoria at 1:00 pm. Doors open at 12 noon.

Meeting Schedule and Contests:

To be determined. More information will be available in the newsletter.

Board of Directors Meetings:

Board of Directors meeting are being held by computer/video conference format until regular meetings can be resumed. More information will be available in the newsletter.



NMRA 2020 CONVETION GATEWAY 2020

To be held in St. Louis is

Cancelled Due to COVID-19

St. Louis Prototype Railroad Modelers Meet July 31— August 1 Cancelled due to COVID-19

National Narrow Gauge Convention September 2-5, 2020 Cancelled due to COVID-19

2020-2021 DIVISION MEETING POPULAR VOTE CONTEST SCHEDULE

<u>September 19, 2020</u> Hand Laid Track and Track Structures Buildings—On Line

<u>November 21, 2020</u> Steam Locomotives Traction—Locomotives and Cars

January 16, 2021 Scratchbuilt Locomotives and Cars Kitbashed Locomotives and Cars

March 20, 2021—Election Meeting Diesel Locomotives Photos of Models

UPCOMING OPPORTUNITIES FOR MODEL RAILRODERS

Great Midwest Train Show, (No show in July), August 9, September 13, October 11, November 8, and December 13, 2020, 9 am to 3 pm., Du-Page County Fairgrounds, 2015 West Manchester Road, Wheaton, IL. Admission: \$7.00, children under 12 free. Free parking. Handicapped accessible.

Check <u>TrainShow.com</u> for availability of the reopening of the Great Midwest Train Show.

<u>30th Annual Rail Fair</u>, Saturday, July 18, 2020, Copeland Park, La Crosse, WI, 10:00 am to 4:00 pm. Admission \$5.00, Children under 12 free with a paying adult. Free Parking, Handicapped Accessible. Also Guided Tours of the 4000 Steam Locomotive, Caboose and Grand Crossing Tower.

Check The 4000 Foundation Limited Facebook page as to whether this event will be available or cancelled.



ILLINOIS VALLEY DIVISION APPAREL

Hats, polo shirts, sweat shirts and denim shirts are being made available again to the membership.

Hat: Item #CP79, Hunter Khaki Green, \$12.00

Polo Shirt: Item #436MP, Forest Green, S-XL- 18.50, 2XL- \$20.50

Denim Shirt, Long Sleeve: Item #SP10, S-XL-\$23.00. plus \$2.00 for every X larger

Crew Sweat Shirt: Item #PC78, Dark Green, S-XL-\$16.00, plus \$2.00 for every X larger

Tax: Add 7.75% of total of items

How to Order: Since our supplier does not ship to individuals, orders will be taken as a group and forwarded to the supplier. Orders can be sent to Minton Dings, 15548 State Route 78, Havana, IL 62644-6803 using the form below. Include Item#, Item Description, Size, and Price. Include a check for the total including tax. Merchandise will be delivered at division meetings unless other arrangements are made. Questions? Call Minton Dings,

APPAREL ORDER FORM									
					ltem#	Description	Size	Price	Order
Total Co	st of Items	_							
Tax @.	0775								
Total									

PERSONAL AND BUSINESS ADVERTISEMENTS AVAILABLE

Personal business sized layout ads are available to Illinois Divisions members temporarily at no cost. Website Timetable Both

Business:

Business Card Size: \$20.00 \$12.50 \$30.00 Business Card X2: \$30.00 \$25.00 \$45.00 Make checks to Illinois Valley Division, NMRA. Send to Minton Dings, 15548 State Route 78, Havana, IL 62644-6803

REAL OR REALISTIC

by Michael Shockley A Mostly Satisfied Modeler

We are constantly striving for realism on our layouts. What does that mean? Except for the ones that exist only in our heads, our layouts are real. They are tangible; we can touch them, break them and tear them down and rebuild them. (They can also be burned in frustration.) The same is true of our structures and rolling stock. So what is real vs realistic? Why is it important?

We may have a vision in our heads of what we want to build. Building the BNSF from Seattle to Chicago in our basements, (I don't even have to tell you)...it's not realistic.... However, The Museum of Science and Industry in Chicago did that to a great extent. Their space and budget was just a little bit more than what we have available. That's not counting the tax deductibility of things donated to them. (My application for charity status was impeded by facts.)

We generally have to make lists of what we want, what we can afford and most importantly, what keeps harmony in the household. We have to narrow it down to what makes sense or is achievable. We have staging yards to make the trains appear to go beyond the basement. Trains come out of staging, roll across a stage, and disappear again—Chicago to our layout to Seattle. We budget for that new locomotive or rolling stock, because we have a house payment (if you don't pay for a place to live...you can't have a layout). There are other things that compete for those funds as well.

Of course there are hundreds of ways to enjoy trains and model railroading. Some people just read the magazine once a month. I build models, watch videos, as well as go outside and watch the prototype. (Costco doesn't realize if their gas was the most expensive, we would buy it anyway on the chance of seeing and hearing trains.) (Tying this into our theme...my wife would say that isn't realistic.)

Realism could take on two different implications: our models can be realistic and our expectations can be realistic. As mentioned, we accept we can't have a real (prototype) train in our basements. Over the last 20 years, model quality in terms of performance, reliability and realism have rocketed up (the price has increased, too, but at a much lower rate). One of the most effective reality increasing aspects of our models is sound. We are told that speaker size, etc. limit the ability to reproduce the real sound, especially the rumble of locomotives or the horn. (To me, the horn is critical.) We can get a decent representation of the prototype sounds from various sound decoders. There comes an intersection, in this very case, of what is realistic vs what is real. It is a recording of a real locomotive engine and horn installed in our pint sized locomotives...to add realism. How much realism should we expect?

When we have rational thoughts about what we can have like sugar cube speakers which do a great job when paired with high-quality manufactured decoders AND combine it with the gratitude associated with the idea that the 1970s were fifty years ago and our models are greatly improved over that era, we can experience peace. We know we can't have actual prototype trains...but we can have reasonable expectations as to what is good enough in terms of animation, operation, the appearance of our trains, scenery and people, and sound. Along with that, we can have a healthy drive to achieve more and better as we develop our skills, improve our knowledge of a favorite prototype, and improve our relationships with others, which comes from having a better relationship with ourselves. A lot of acceptance is required in all of these areas...with an eye forward to maybe.

Hopefully you have arrived at all this peace. My train to that station is later than some. I do continue to work on me, my trains, and my hope in a great future in the hobby as expectations become more realistic and our models and modelling continue to improve.

NEW CONTACT FOR: 50TH ANNIVERSARY HOPPER AND BOXCARS PRICE REDUCED

The Fifty Year Anniversary cars are still available. There are now only 12 hoppers and 50 boxcars



left. Both cars are for sale at the division meetings and train fairs The cost is reduced to \$15.00 each. The cars are now available

through Minton Dings at 15548 State Route 78, Havana IL, 62644-6803; telephone 309-241-4504, email greenriver-



branch1957@gmail.com (Put IVD CARS in the subject line for easy recognition.) The cost by mail is \$15.00 for each car plus \$6.00 shipping, or \$7.50 for shipping of two cars and 3 or 4 cars is \$8.50.

WANDERINGS WHAT ARE YIOU?

by Marion Brasher, MMR®

Model railroading has many facets. Each of us has an idea. Most of us received a train set as a youngster. If it was Lionel, changes are it was a Santa Fe. American Flyer was New Haven and Marx was Pennsylvania. The trains ran around the Christmas tree. Later the track was set up on the old 4'x8' plywood board. Still, the train ran around in a circle.

We looked for more. "How can I make it appear like a real railroad?" I painted my American Flyer PAs silver and orange and lettered for the Western Pacific. Logos were cut from magazines and glued to steam locomotives and cars. I was modeling a real railroad.

This dilemma was a problem. We now begin to look for something more. Following our favorite railroad, we say we are modeling a prototype, but are we? To my knowledge, very few people model a real prototype. Jack Burges models the Yosemite Valley on a specific day and year. He has done extensive research on what he models. Structures locomotives and cars are scratch built for his era.

Most of us model a small section of our favorite railroad. In reality, we do not come close. Yes, we do our homework and learn as much as we can about the XY&Z railroad. Our endeavor takes in painted scenes, types of cars and locomotives painted and lettered for the XY&Z. Again we let our imaginations run wild over the XY&Z. We have discovered prototype freelance railroading.

Prototype freelancing allows us to create scenes in settings to reflect the XY&Z. I have seen some realistic railroads depict various parts of our continent. Most of the model railroads I have seen have been of a prototype freelance type.

Going back to my past, model railroads like Frank Ellison's Delta Lines caught my eye. It had a purpose and did not go around and around. In 1948 *Model Railroader* featured a cover with a HO engine house on it built by a man named John Allen. Over the next twenty years I would look forward to the next issue of the various magazines as he built a new Gore & Depleted in his new house. What realism he presented as he built the railroad. And, there was humor in his railroad like Deno the dinosaur used as a switch engine or the lynching of the diesel salesman (on what was then an all steam railroad—editor) from a trestle.

After his death, the name of Allen McClelland came into view. McClelland's railroad, the Virginian & Ohio, was featured in a series in *Railroad Model* *Craftsman* and presented a railroad in the coal fields of West Virginia. Allen's writing caused many people to believe it to be a rail railroad. Using early command control, trains were run in realistic fashion. He introduced the "beyond the basement" theory of operation.

Editor Tony Koester, of *Railroad Model Craftsman,* joined Allen in forming the Appalachian Lines. We started to look at the building of the Allegany Midland model railroad. Again, we looked forward to his next step in its development and its tie in with Allen and Steve King's Virginia Midland. All trains were dispatched over the telephone between New Jersey and Ohio. This appeared to be real railroading as trains appeared on each other's roads.

How serious are you? Do you model a specific time and date? Do you model a prototype in a freelance scene? Have you made a freelanced railroad? What ever you do, remember "It is my railroad." Have fun and do your thing.

An Opinion, by Marion Brasher, MMR®

Is the IVD becoming a dead division? The latest TIMETABLE shows several Board of Directors positions "to be appointed." These positions have gone empty through an election year. Is it a lack of interest or just no one would like to serve?

During the last year our meets have been moved to Peoria in order to have a central meeting point. I understand the attendance has fallen from 20 to 25 to 14 to 16. The central point works for areas of high NMRA concentration as Milwaukee, Madison and various area in Chicago, which Peoria is not.

Are we meeting the needs of our membership? As originally set up, 5 areas allowed members to attend a meet near home during each year. The IVD is one of the Midwest Region's three largest divisions. Most people will not drive long distances to attend our meets. Spring Valley to Quincy is about 200 miles. Moline to Peoria is about 100 miles. Many of our members are at least 1 hour away from Peoria.

There are a number of contemporaries of my age who do not like to drive any distance. Each and every one of our 100 members should take note, from #1 Jack Andrews to our anchor, Mike Yurgec, as to what the group wants. Your Board of Directors tries to present good programs, but you do knot know what is going to happen as for clinic quality until you get there. Many times they are a waste of time for those attending for they are not of general interest. Layout tours are limited regardless of what area we meet.

It seems it is time to look back to the goals set up in our constitution and mission and rethink our current operations. The IV does not want to become another Calumet Division. It is TIME TO REFLECT AND RETHINK.

PASSENGER CAR ROOFS by Larry Nelson

Have you ever wanted to build one of those beautiful wood passenger car kits and been stopped by the thought of having to build that clerestory roof?



If so, you are not the only one. If you enjoy model building, you know that building wood models has a certain special place in our hearts. However, out of fear of messing up a perfectly good kit, we sometimes leave a good model sitting on the shelf, waiting for a better time to build it. Over the years I have purchased many wood passenger car kits at swap meets. Many of those models have the roof started and screwed up. Out of frustration, people end up putting everything back in the box and selling it at a swap meet.

If you have plenty of money, there are people who will build the roof for you for a nominal fee. There are also metal castings that form the curved end. Those help some, but I have never seen a car done what way that looked right.

I would like to show you the way that I build those roof ends. I think if you follow along you will enjoy making roof ends instead of avoiding them.

Start by laying out the model plan on your work table. You will find a side view of the roof. There are three very important pieces of information in that drawing. The three curved lines that form the shape of the roof end. We will call these lines "A,"





"B," and "C." Line "A" is the top of the roof as it curves down to the end of the car. Line "B" is the bottom of the upper roof edge as it curves down to the lower roof. NOT THE TOP EDGE! Line "C" is the curve of the lower roof as it curves down to the end of the car roof. These three lines give you everything you need to know to successfully carve the end of the car roof.

Now we are going to make three templates (A, B, and C) to guide us in carving the end of the car. I make three templates out of scrap pieces of styrene. You could also use wood, heavy file card paper, etc. I like styrene because it is very easy to cut close to the right shape and then do the final shaping with a file and sand paper. To transfer the shape of each curve to the templates, I like to make photocopies of the plan so that I can cut them up and not ruin my original plan. I prefer just using the copies plan by aligning a styrene piece under the copy and then using a knife to cut through the copy into the styrene to mark it. Carefully cut out the styrene patterns then file and sand them until they match the original drawings. You can now use these to shape the ends of the roof. Start with template "C" (LOWER ROOF). Use a new sharp knife to carefully carve the lower roof end close to the pattern shape. Next use sanding sticks with fine grades of sand paper to shape the roof ends to match the pattern "C." (BASSWOOD CARVES AND SANDS VERY OUICKLY SO GO SLOW AND CHECK YOUR WORK OFTEN!)

The next step is to bring the upper roof edge down to meet the lower roof. This is probably the most important part of this operation, so pay close attention. The supplied roof shape is a milled piece where the roof edge runs straight to the end of the roof. We need to change this! We will start by removing the edge overhang back part where the curve should start. PAY CLOSE ATTENTION TO WIN-DOW DRIP PIECE WHICH NEEDS TO BE ADDED ON SOME MODELS BEFORE TRIMMING OFF THE ROOF EDGE! Make sure to only remove the overhang and NO MORE!

Now that that this is done, we will start making the curved edges to go from the upper roof down to the lower roof. We will make these pieces using scrap

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pieces of basswood. Make these pieces large enough so they can be easily handled. These need to be long enough to reach from the removed roof edge past the



roof end about one half inch, tall enough to reach a little above the roof edge to the bottom of the roof, and thick enough to make the new roof edge.

Next we will make the bottom curve of the roof edge using pattern "B." Too large can be easily carved away. To small means start over! On those scrap pieces of bass wood you will shape the bottom of the curved roof edge by cutting away the bottom of the roof edge. Now this piece is ready to fit on the car. (ONLY THE BOTTOM OF THE CURVE IS SHAPED AT THIS TIME.)

It can be a little fiddly to match up the straight roof edge and the spot where the edge meets the lower roof. When the fit looks good enough to satisfy you, glue the piece in place with wood glue. You will now have a roof that looks like it has bat wings! Give the glue time to dry, AT LEST TWO HOURS). You have now performed the hardest part of this method, the bottom of the roof edge curve.



The final step is to carve the upper roof using pattern "A." Check often with the pattern. Do not over carve! Using sanding sticks, bring it to final shape. Blend the upper roof over to the roof end. Keep the upper curve consistent in thickness with the straight part of the roof edge. Carefully sand everything until it looks perfect.

Now you can add tar paper to the roof made



from tissue paper, roof vents, smoke stacks, trim the windows, paint and add window glazing.

While you are at it, why not build that passenger train that you have always dreamed about. Using this method, you will make clerstory roofs you will want to show off, not hidden away in a box.

Show me what you are building.

UPCOMING OPPORTUNITIES FOR MODEL RAILRODERS

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BUILDING A SWITCH WITH FAST TRACKS® JIGS AND TOOLS

by Minton Dings, MMR®



My contribution to the last issue of the IVD TIMETABLE was my techniques for hand laying HO scale track. It was part of a demonstration diorama to include laying a three-foot section of code 100 tangent track, a switch built with the Fast Track® jigs and tools, a scratchbuilt switch, and a siding with the necessary wiring. (This article was originally written for another organization and is a converted Microsoft Word article file which makes the format of pictures and text somewhat different and inconsistent with the Microsoft Publisher, the word processing program used for the TIMETABLE. Please excuse the irregularities.)

The Tools of the Fast Tracks® System

Some of the tools shown are nice to have but are not necessary. I inherited some of these tools from friends who no longer use code 100 rail.

The essential tool of the system is the assembly jig. As with building the tangent track, the modeler must have decided which code of rail will be used and the size switch desired. The assembly jig is central to building this switch and the jig is purchased for the specific code of rail to be used. My jigs and tools for the system are code 100 since it was in common use in the days when I first began building switches. Most modelers today use code 83 and jigs and tools would have to be ordered for that size of rail.









Quick Sticks Set. Flip for other direction. Continued on Page 9







Fifth PC tie from the left needs a center cut and cuts centered on each leg of the turnout.

The cost of the above tools is a bit pricy, but the system will nearly guarantee perfect switches (turnouts) each time. Note that some of the tools are rail code specific and different length of switches/frog (#4, #6, #8, etc.) take specific jigs. Investment into the tools and jigs will nearly eliminate the learning curve needed to scratchbuild switches as will be shown.

Laying Track and Ties

Fast Tracks® has a 55-page book which can be download with pictures and descriptions which are more detailed than the information presented here. The order of assembly is also different than my preferred method. But, I will attempt to put into these few pages of brief instructions on assembly or to at least to spark the interest of the reader. Cut PC Tie Strips to fit to size. With a triangular modeling file, remove a shallow cut as shown in the above and below pictures. Check to be sure there is no electrical continuity between the two ends on the top side.



Lay both outer (stock) rails to fit the length of the jig, or the length of the Quick Strip set. Cut rail with rail nippers. Square the ends of the rails with a large file to facilitate clean mating of the rails when later joined or soldered together. Measure each rail from slightly beyond the throw bar (toward the foot) to beyond the point where the closing rail will be separate from the stock rail. Mark this distance with a Magic Marker. Using the Stock Aid Filing Tool, file the web of the rail as shown below. This allows for the closing rails to fit snugly to the stock rails. Solder each rail to the PC board ties checking that the ends match the length of the jig or Quick Sticks set.

Continued on Page 10



Assembling the Frog Points

Rails need to be cut to form frog assembly. Cut the rails a bit longer than is needed to extend to the end of the rails beyond the jig or the Quick Sticks. The excess can be trimmed after the switch is assembled. Using the Point Form Filing Jig, insert the rail into the slot for the rail exposing the rail end at the shorter angle for the frog. File the point for one side of the frog rail. Inserting the other rail in the opposite side of the jig will expose rail to file the opposite angle for the frog as shown below. If the point is bent out of alignment by the filing, use modeler's narrow tip plyers to straighten the point.



The points of the frog will be laid in the assembly jig to form the point. Be careful not to over extend the point too far causing the point to be outside the intended position. Notice the point to the left in the picture. Using flux, solder the points together. The flux will draw solder into the joint for a solid point.



Shown above are the guard rails cut to the size indicated by the jig. The ends of the guard rails will be bent

slightly inward from the stock rails and be soldered in place with the foot of the guard rail up against, but not over, the foot of the stock rail.

Assembling the Closing Rails

The closing rails make up both the closing rails and the forward part of the frog. Cut rail a bit longer than needed to make the closing rail and the inner guard rail. Using the Point Form Filing Jig, insert the rail into the jig exposing rail on the shallower angle and file the point. Then cut and file the opposite rail. Again, the point might be a bit deformed and needs to be straightened with the modeler's plyers. Note that the pictures of the jig on the left of the previous page shows a small notch at the location of the frog. Place the filed closing point rail a bit behind the filed foot of the stock rail to allow clearance. Lay the rail beside the groove for the closure rail and measure the distance to the notch at the front of the position of the frog. Slightly bend the closure rail there to form the interior guard rail. Cut to fit and slightly angle the end of the guard rail. Solder the rail to the three PC ties in front of the position of the frog. Leave the next two ties toward the foot unsoldered.



There is no need to bend the curved closing rail to match the curvature of its function. Like the prototype railroads, this switch will "bend the rail" into position when thrown. That will also eliminate rail joiner electrical conduction problems later. The rail will be correctly positioned to bend the rail by the action of the throw bar. Repeat the procedure for the opposite closing rail/guard rail.

I then removed my rail attached to PC board ties from the jig to attach it to the Quick Sticks form. At that point I realized that the Quick Sticks form had taller ties than my Northeast Scale Lumber ties for the previously assembled tangent track. The Quick Sticks ties form is made from a thin plywood and would not be easy to sand down to the thickness needed for a smooth transition to join the rails. I substituted basswood turnout ties, which while thicker, could be easily sanded down to allow a smooth mating of the rails. Shown below are the substituted turnout ties. Rather than use rail joiners, I butt soldered the rail together for what I think is a better looking joint.

Continued on Page 11



Next the closure rails were soldered to the throw bar leaving enough distance between one stock rail and its closure rail to allow the passage of train wheels.

As seen below I gapped the rail to isolate the frog and the turnout with a motor tool. That gap can be left open or a piece of thin plastic can be glued and inserted in place then filed to the contour of the rail.



The rails were spiked to the ties using small HO scale spikes. The turnout ties were trimmed to follow the contour of the rails.

A full explanation of wiring the diorama will be presented at the end of this article. In short, the switch needs to be wired at the foot, to the closure rails near the frog, beyond the frog extending to the normal and reverse route, and a single wire to the frog. The frog will be controlled by an electronic device or SPDT manual switch.



The ties were painted a tie brown color and rails were painted a rust color with water-based hobby paint which can be found in a local crafts store. When dry, clean the rail heads. The track was ballasted using my favorite spoon and brush method.



There are a number of commercially available ballasting tools in the model railroading marketplace. I prefer my spoon and brush method due to the control I have in spreading the ballast and repairing thin or defective areas. I attempt to keep ballast off the tops of the ties. When the ballast is spread to my satisfaction, I spray short distances with 91% isopropyl alcohol which facilitates the absorption of the matte medium I use to glue down the ballast. The matte medium is thinned 1 part to 7 parts water. Wet water, two drops of dish detergent in a sprayer bottle of water, can be substituted for the alcohol. White glue thinned 1-part to 5 parts water can be used instead of matte medium. I prefer the alcohol/matte medium method because the matte medium has less sheen than the white glue when dry.



The matte medium is dropped on the track centers and sides of the rail with a medicine dropper. Allow the glue to dry overnight.



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For this project, the switch is controlled by a Caboose Industries manual switch lever. The throw bar is trimmed according to which side of the track the switch lever will reside. A #52 hole was drilled in the throw bar for the insertion of the switch lever pin. The switch lever was anchored with two track nails. It seems best to install the switch lever with the handle up to center and the rails centered between the stock rails. After the nails are installed, the level should apply equal pressure as the closing rails are pulled and pushed into place.

Gapping and Wiring the Switch

(This section of the article should appear before instructions for wreathing rail and ballasting of track, but was not included in the previous publication since I limited myself to five pages. I trust you have read the entire article before attempting this project, if you are so inclined to build this switch..)



Depending on the method of electrical control used for the switch, manual or a switch machine, the wiring may differ from the illustration here. This picture shows the wiring for the manual switching method described herein. Red indicates one polarity and



blue the opposite. Green is the single wire to the frog. The above picture shows the same wiring scheme with a view closer in to the frog. Remember that there needs to be a wire of each polarity soldered into the foot of the switch as shown in the previous column.

In this wiring plan, only one wire is needed for the frog and will be controlled by a single pole double throw manual switch mounted (probably) on the facia. A switch machine may need a wire of each polarity. Read the directions for your method of polarity control.

Do not depend on the closing points to conduct power to the closing rails. Wherein this might work for a while, time and corrosion will make the conduction through the points less reliable. Wires are to be soldered into the closing rails within the spiked area of the closing rails.

Next Issue of the TIMETABLE

For those who do not possess the tools and jigs from Fast Tracks® and do not wish to invest \$460 plus in their purchase, in the next issue I will describe how to scratchbuild the same switch.

Questions and comments may be directed to me at greenriverbranch1957@gmail.com. Make the e-mail title "Switch Article." Those who do not use a computer may write to Minton Dings, Editor, IVD TIMETABLE, 15548 State Route 78, Havana, IL 62644 or those in desperation or exasperation may call 309-241-4504 for clarification.

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Depends on the Status of COVID19