



# the Semaphore

January 1994

Volume 21, Number 5

## JANUARY PROGRAM

It's almost January meeting time. We have two outstanding presentations for you. **Jeff Kehoe** will present his clinic on the caboose. **Norm Smith** will show us the highlights of the 1993 Natoinal Convention with his slides. I am grateful for the participation of members like Norm who are willing to share their expertise and experiences with the rest of the Division.

Frank Oldfield has a **Fallen Flags Caboose contest** for us this month. Dust off those old *cabeese* and bring them out.

We have not forgotten the November contest winners. Frank will have your awards at this meeting. My compliments to all who participated. Thanks to you we had a great contest with super entrees. As far as I'm concerned you were all winners. Thanks to all for your participation.

Our February meeting will bring us a clinic on **The care and Feeding of Your Steam Engine** by **Tom Forester**. We've had requests for a clinic along these lines. Our **Annual Auction** will also be a part of the February meeting. Bring your unneeded structures, rolling stock, track and other modeling equipment. This is a way for you to trim your inventory of un wanted items and to acquire other items at substantial savings.

We haven't forgotten some of your other requests from the blue survey forms you sent back. I'm doing the best I can to come up with the types of programs you've requested: better trackwork, basic electrical and electronics, model railroading personalities, and layout tours. We will try our best with the time and funding available.

The January and February meetings will also bring us more detailed information on **High Wheeler '94**. We are in need of volunteers for all aspects of running the *Best Model Railroad Show* in Illinois. Join us as we present our hobby to the general public. For more information call Rich Boettcher or Scot Hicks. (See officer listing on back page.)

For all you who that said you could do weekdays better than Sundays, here is your opportunity. The Fox Valley Railroad is being rebuilt. This is a hands-on project on weekday evenings. Contact Irv Lange for more information

For your convenience and to save you some money I will have a few Milwaukee Shops 35 Hiawatha Car books at \$60 each and Milwaukee Road Historical Society calendars at \$8 each. This will be the last time I will have them for sale.

*Art Roth*

## SUPERINTENDENT'S REPORT

A very happy new year to all of the members of the Fox Valley Division from myself and the elected board of directors. The new year seems to be shaping up well with several excellent programs on tap for our monthly meetings. High Wheeler invitations have gone out and we have received numerous replies and inquiries as to participants.

We can use all of the help we can get. If you are interested in assisting, give Rich Boettcher a call and he will be glad to assist you in fitting in with a job at thre show. If you or a group to which you belong is interested in exhibiting at the show contact Ray Pettersen, the show registrar, for more information. All members can assist by promoting the show with flyers, posters, and by talking it up with the people yopu know. Last year's attendance showed a dramatic increase and I feel that we have done one of the best Model shows around with many excellent exhibitors which is well worth the price of admission.

The Fox Valley Modular Railroad is really beginning to take form once more after lying dormant for a few years. Under the leadership of Irv Lange, Bob Carney, and Jim Otis the base modules are now back up and running and are ready to accomodatenew modules made by division members. In this issue of *the Semaphore* you will find a tear-out section containing the specifications for the modules and I hope that you will consider constructing one of your ownto join our society of miniature empire builders.

With the elections just a few short months away I hope that some of you are considering running for office. The offices of Superintendent, Assistant Superintendent, Paymaster, and Chief Clerk will be filled in this election and we can use some candidates to fill these positions. If you are considering running please feel free to talk to myself or Dave Flebbe about your interest. We will be glad to answer any questions you might have concerning responsibilities and duties.

See you on the third Sunday of this month.

*Tom*

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**THE FOX VALLEY DIVISION**  
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# AUCTION

**NOW IS THE TIME TO ASSEMBLE  
YOUR EXCESS MODEL RAILROAD  
EQUIPMENT. THERE ARE PEOPLE IN  
THE DIVISION WHO JUST MIGHT  
WANT WHAT YOU HAVE.**

**ALL SALES WILL BE SUBJECT TO A  
10% FEE FOR THE BENEFIT OF THE  
FOX VALLEY DIVISION.**

## at the February Meeting



Ray Pettersen Sr.  
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trackage on module shall have both rails gapped (insulated). All tracks gapped for block control shall have both rails gapped (insulated).

- E. **Power** — Electrical standards S-9 shall be observed.  
NOTE: The use of 110 volt power is not recommended as this could bring us into local electrical code violations and result in shutdown of entire display.
- F. Powering of local tracks, switch machines, building lights, etc. is the responsibility of the individual module builder and should be separate from circuits which interface with other modules in the layout.
- G. Modular layouts may be easily divided into control blocks for multitrain operation. Blocks will normally be used to control trains on your own module or group of modules. To insert a block break, place insulated rail joiners at one end of each bridge track and unplug the connectors at each end of the break.  
Block control of mainlines must be approved by all module participants.

**Fox Valley Division**

**Fox Valley Railroad**

**SPECIFICATIONS  
FOR  
THE  
CONSTRUCTION  
OF  
MODULES**

**FOX VALLEY DIVISION  
MIDWEST REGION  
NATIONAL MODEL RAILROAD ASSOCIATION  
Adopted January 15, 1989**

The following proposed standards have been developed by the modular railroad committee members and are presented to the Fox Valley Division in an effort to reestablish the Fox Valley Railroad as a modular railroad for display and educational purposes as well as for the enjoyment of the participating members. These standards for the most part comply with the proposed standards presented in the February 1988 NMRA *Bulletin*. Minor deviations \* from the standards have been made in several instances in order to clarify them for our specific requirements.

The proposed standards are to be published in the December 1988 *Semaphore* for review and comment by the Division membership. Following review of the comments by the committee and Board of Directors the resulting standards will be put up for adoption at the general membership meeting in January 1989.

**FOX VALLEY RAILROAD STANDARDS (Proposed)**

**SCALE — HO (TWO MAINLINES REQUIRED)**  
**HEIGHT FROM FLOOR TO RAILHEAD — 40"**  
**HAND LAID OR COMMERCIAL RAIL CODE — 100**  
**TRACK CLEARANCES — (Horizontal - 1-1/32") (Vertical - 3")**  
**TRACK SET-BACK FROM END OF MODULE — 4-1/2"**  
**CENTERLINE ON CURVE — 2-1/2"**  
**MINIMUM PARALLEL TANGENT TRACK LENGTH — 3"**  
**MAXIMUM MAINLINE GRADE — 3% (Must return to 40" at module(s) end)\***  
**MINIMUM MAINLINE TURNOUT — #6**  
**MINIMUM MAINLINE RADIUS — 32"**

**RECOMMENDED PRACTICES**

1. Modular width 24" min., 36" max.
2. All trackage behind mainlines should be insulated from mainlines.
3. All trackage behind mainlines shall have its own separate power source \* or a DPDT switch to isolate it from the mains.
4. Maximum mainline grade shall be 3% but, it must return to 0% elevation at both ends of module(s). It should be noted that a grade may restrict train length and require multiple unit operation.
5. If uncoupler magnets are used on mainlines they \* shall be the

6. electro-magnet type. Permanent magnets shall NOT be used on mainlines.
6. All trackage behind mainlines are not covered by these standards and are left to the discretion of the individual modeler or group, with the exception S-7 Standards pertaining to mainline clearances.
7. If skyboards are used, recommended height is 18" high; scenery dividers are optional.
8. Recommended roadbed may be cork, wood, or homasote.
9. Legs shall be a minimum of 2" x 2" wood construction with either 1/4" or 5/16" bolts for adjustment of 1" plus or minus. Legs can be attached by way of slip-in boxes, bolts, hinges or cleated. Commercial steel legs may also be used.
10. Construction of module should be 1" x 4" frames with either 1/2" plywood or L-girder top.
11. Forward extension modules, i.e., those protruding toward the public viewing area rather than inward will mark a front edge of module reference point at the point at which the front edge would be located if it were not extended outward. This is the reference for the center of the mainlines \* at either end of the module(s).

**ELECTRICAL STANDARDS**

- A. Track power is carried under the modules using 18 ga. Radio Shack Zip Cord.
- B. Track feedlines shall be firmly attached to each module and shall terminate at each end in a terminal block. Interconnect lines to track shall be 20 ga. Terminal blocks will have a connection to rail and connection to adjacent modules \* using Radio Shack #274-201 and #274-202 or TRW # P302 and S304 two pin Cinch-Jones plugs. These connectors will have the wide pin (pin one) connected to the outside terminal and the narrow (pin two) connected to the inside rail terminal.
- C. Track power connections shall be located as follows: The female connector shall be located at the left interface (from public viewing side) the male connector at the right interface. The connectors are wired to terminal strips using an 18" length of 18 ga. two conductor stranded wire. Color coding is as follows: outside mainline (red), inside mainline (yellow). Mainlines are counted from the outside viewing edge. All electrical connections shall be soldered and taped or otherwise insulated. No sections of mainlines or mainline passing track shall depend on power fed through a bridge track.
- D. **Track Gaps** — Insulating material shall be used to fill rail gaps. No air gaps are allowed. Crossovers between mainlines to other