


MODEL SIGNAL ENGINEERING

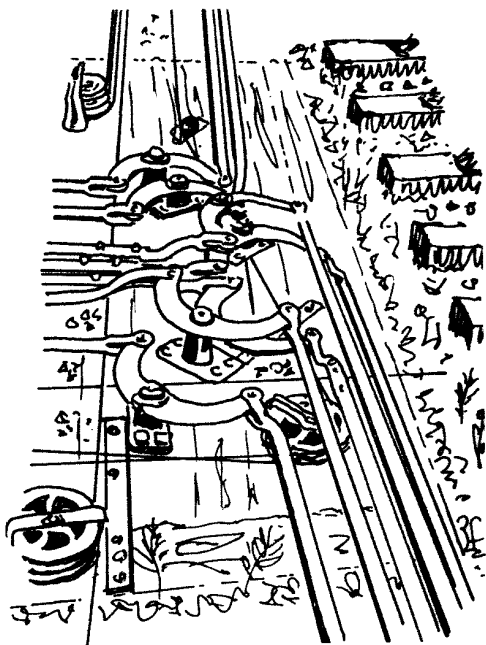


Part of WIZARD MODELS LIMITED  
 PO BOX 70 BARTON upon HUMBER DN18 5XY  
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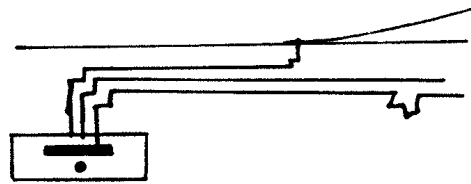
|       |        |
|-------|--------|
| SCALE | CODE   |
| 7mm   | LS06/1 |

## POINT RODDING CRANKS, PULLEYS and BASES

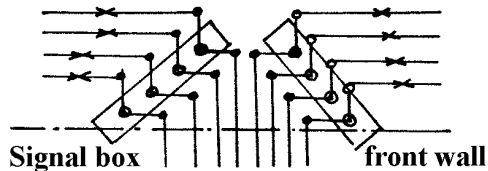
For the cosmetic detailing of all 7mm scale layouts with signal box or ground frame operated pointwork



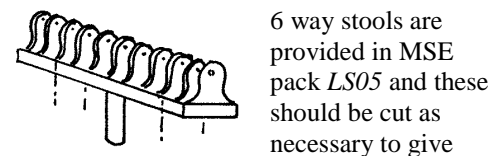
### INSTRUCTIONS FOR USE



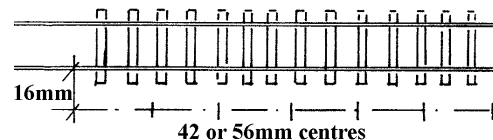
Before starting, draw a rough diagram to show how the rods exit the signal box. Arrange cranks and rodding so that the rod nearest to the track goes to the turnout nearest to the signal box and so on, thus avoiding rods crossing each other. Rodding runs should not exceed a scale 350 yards (7.35m).



Arrange cranks diagonally in front of the signal box as shown, corresponding with the number of rods determined above. Also install pulleys in front of the box, which would guide signal wires away. Cranks and pulleys should be attached to a baseplate, using a piece of wire as a (non-working) pivot. Pop out the four bolt-heads on each base before fixing, placing each completed assembly on an old sleeper base.



the required number of rod ways.



Firmly fix the cut stools in a line along the side of the ballast in the direction of the points to be controlled. Place them at least

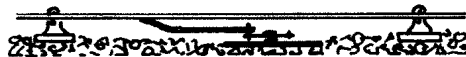
2ft3in (16mm) from the nearest rail, and typically 6ft (42mm) apart for a pre-Grouping installation, and 8ft (56mm) post-Grouping. Reduce this to 5ft (35mm) on curves.



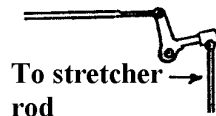
The rodding is MSE *LS06/2* (square, mainly for post-Grouping installations) or *LS06/3* (round) nickel silver wire. Give the wire a good clean to remove any lubricant remaining from the drawing process, then simply glue or solder it into the slots - the top slots and not the square holes in the stools! Joins in the rod can be arranged to lie hidden in the slots, or do as the prototype does and attach a dummy fishplate made from shim material.



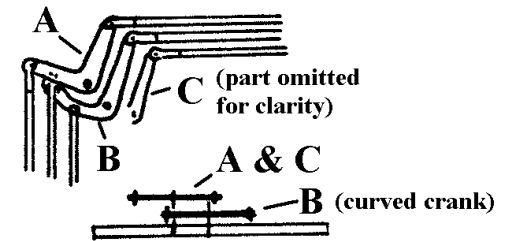
A compensating lever is required in each rodding run over 10 scale yards (210mm) in length, positioned so it divides the run into two roughly equal lengths. More correctly, and allowing for any cranks in the run, the compensator should be positioned so the length of rodding being pushed is equal to that being pulled.



Stool bases will be at the same level as sleepers, so the rod ends will have to be dropped down to connect with the crank at a lower level to pass under the rail. Use plastic rod for the under-rail sections to avoid short-circuits.



An adjusting crank should be installed at the end of a long run to line up with the turnout tie-bar.



Where a number of cranks are sited together, a curved accommodating crank is used so that the middle crank clears the others when it is moved.



When all the rods are in place, a length of wire can be fixed over the rods on each stool to represent the top roller.

### PAINTING

Do not overdo the painting or the effect of fine detail will be lost. The earlier round rodding is rusty black with lighter rust on the cranks. At locations where lubrication would be expected, this would be black from heavy oiling, but a suggestion of colour is better than too much. The later square rodding is galvanised, so try washes of black over the underlying nickel silver. Try using two thinner coats of colour rather than doing it all at once - the delicate effect will pay off. A light dusting of rust from the rollers will be evident. Have a look at your nearest mechanically signalled railway to study the effect.

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