

Making a Bridge Track - Useful and easy adaptaion

Submitted By [Jack Stinson](#)

Aurora produce a Wide variety of track sections but found there were a couple of pieces that, so far, have not been made.

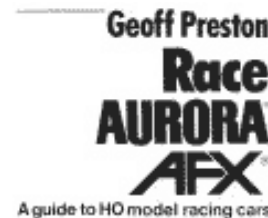
I have to date, modified and scratch built a number of track sections whIch add excitement to the circuit. Some modifications like the hump-back bridge are quite simple. on the other hand a level crossing requires a fair bit of patience and accurate workmanship. Scratch building track sections from polystyrene sheet is always difficult and should only be attempted when a good deal of experience has been gained, both in working with the material and working in the small sizes that HO scale demands

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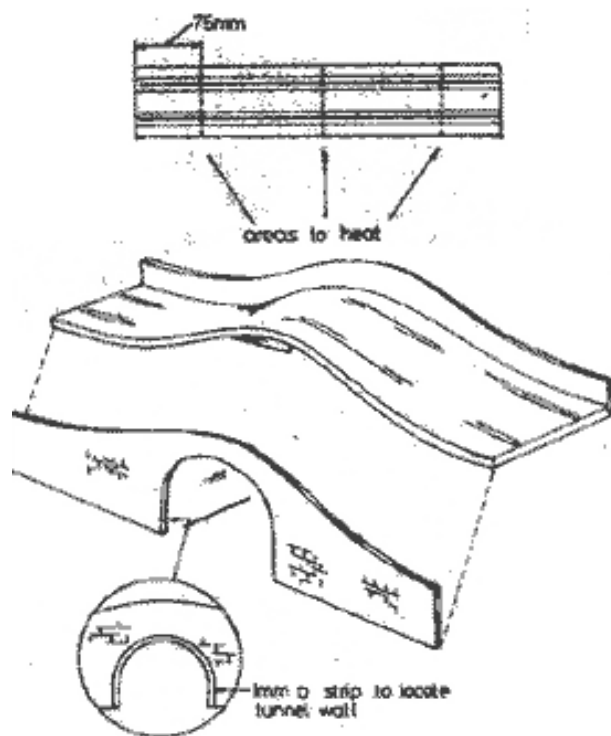
HUMP BACK BRIDGE

As I have already stated, this s a fairly simple lob. but does require patience. Basically, the track is heated and bent, but this must be done carefully.

You will need a bowl of cold water. Some form of blow torch (I use a Ronson butane lamp), a pair of gloves to hold me track while it is being heated, and a tin Can of about 75mm diameter. Do not use a jar as it may break.

Take a piece Of 15 inch track, make three pencil marks, one in the center and two more. 75mm from each end, I find it best to bend the center first; hold the blow lamp near the track, but do not let the flame touch it, as heat from the flame is only needed to warm he center mark, and 60mm each side off !t. When you see the surface of me track just beginning to melt, it is time to bend it by using the tin or the edge of a table, but do not try to do tin one go. Bend it a couple of degrees first then float it again, and remember to bend the rails as well as the actual track. As you form he track the rails Will begin to rise out at the end, but try to avoid this by concentrating on the bending of the rails rather than the track.

Try to get a smooth curve without steps in it, and don't bend it any further than about 10 degrees, which doesn't sound like much. but



is really quite steep. When it is done, immerse in a bowl of water.

The base inclines, i.e. the change from flat to inclined surface, is done in the same way. This, I'm sure you'll be glad to hear, is much easier, but it may force the rails out at the summit. When you're happy With the shape, quench it and do the other end, trying to get the same shape. When it has been quenched for the last time, dry it thoroughly with a kitchen towel to prevent the rails from rusting.

The rails, and indeed some of the surface of the track will be out of shape, which is corrected with a file. However do not file the rails down too far or the car will not be able to pick up the current.

The side shape of the track is now traced onto some polystyrene sheet. I used stone textured 0-4mm Sheet. Two sides of the bridge were cut out, an arc cut under it, (see diagrams) and glued into place at the side of the track with cyanoacrylate (SuperGlue). The inside of the tunnel was made from 0-2mm black plastic sheet. First, it was located by cementing a strip of 1 mm square styrene rod to the inside of the walls, then the plastic cement is added to that.

If you buy a copy of the Highway Code you will find on the back an assortment of road signs including one for a humped back bridge. Cut it out, cement it to a piece of black polystyrene and mount it onto a 2mm. diameter rod, you now have an official road sign for the bridge!

Having finished it you will find that G Plus cars can drive over it at about 3/4 speed, but you must actually drive over it otherwise the magnets will hit the rails and the car will stop dead. Generally it's no problem to get over, but Magnatraction, on the other hand is completely different. Again, it doesn't take any skill or luck to solve the problem, but if you drive at 3/4 speed you'll probably find the car heading towards a window.

Next week:

**How to Build a LeMans Start
Track**