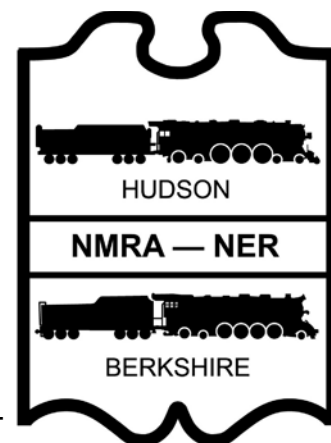


# FORM 19

**The Official Newsletter of the  
Hudson-Berkshire Division  
of the NER-NMRA**



Order Number 304

June 2014

Next meeting Friday June 20, 2014 at 7:00 P.M.

## **Bob Hamm: A Clinic On Scratch Building Styrene Structures**

Malta Community Center

While not hard, most modelers avoid scratch-building like the plague. Quite honestly there is no reason to; you use exactly the same skill set as kit building. Though like most things, there are a few tricks here and there. Scratch-building just takes a little more effort to gather the materials, decide on a prototype and set your plan.

One of the motivations for this clinic is that Bob's model building efforts for his own layout, when he is in Florida during the Winter. There he is building the prototype structures for the little mountain town of Placerville in western Colorado. These are all small and relatively simple structures; none are barn burners. Yet most model railroads that are based on the simple and ordinary aspects of daily life make for some of the most believable layouts. Besides, Bob says, he's a pretty simple guy anyway.

Of the twelve or so structures he has decided to model in Placerville, he has already built five which are included in the clinic. All are built based on photos he gathered from the 'web' and were taken over the last 80 or 90 years. He used those photos to home in on how the structures would have looked in the late 1930s. This effort to research and decide what the structure should look like in the time period of your layout can be a delightful bit of arm chair archeology.

Styrene was used in four of the five buildings because, Bob says, it is easier work with if the buildings are to be painted. Wood construction is easier to weather and simulate, well... weather wood. The clinic covers an easy way to cut the window openings, (he uses Grandt Line door and window castings.) and cut the wall sections followed by a quick and easy method to assemble and glue the shell together.

The second part of the clinic covers adding various ordinary details and finishing the models including: roofs with shingles and metal sheeting, chimneys and smoke jacks, steps, foundations, window with glass and curtains, etc.

So there you have it, nothing grandiose just simple ordinary structures that look like the real thing did back in the 1930s. Or whatever time period you chose for your layout - once you learn how at this clinic with Bob Hamm, MMR.

Map and directions on page 8

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## Form19

The **Form19** is published eight times per year for members of the Hudson Berkshire Division and for newsletter subscribers (at \$12.00 per year).

The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in **Form19** in no way constitute an endorsement by the Division.

### Contributing to the **Form19**

The **Form19** staff welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include a note if you would like materials returned. Suggestions also welcome.

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## The Ready Line By Paul Hoffman

Ahh, the best laid plans of mice and men. Unfortunately we have had to cancel our planned trip to Steamtown due to our inability to meet our passenger minimum. We started off strong with nearly 20 sign-ups within the first couple of weeks, then it slowed to a trickle. When all was said and done we ended up with 23 riders, we needed 30 (or more) to make the trip viable. So with heavy heart we have decided to cancel. The good news is the deposit on the bus will be applied to our Springfield trip. Look for your refund check in the mail. Jack Cutler, our treasurer, will be handling the details.

Thank you to Henry Propst for hosting the Division last month. The layout looked great and ran flawlessly! We had a good turnout with visitors streaming in all day.

Of course without our planned trip, we have to scramble a bit to fill our June meeting. Luckily we have Bob Hamm, MMR. Bob has graciously agreed to give us one of his wonderful clinics on scratch building small styrene structures. The date is Friday, June 20 from 7:00 to 9:30 at the Malta Community Center.

In Convention related news: The core committee has met and we have decided the main direction, name and focus of the Convention. It is our intent to make this a convention to remember, so "Think outside the box" to use that tired old saw. The Core committee is open to all ideas and we STRONGLY encourage you to reach out and get involved with your thoughts. What parts of a convention do you like, what parts do you not like? What would you do differently from the Conventions you have attended? We know that many of our members have attended conventions in the past, tell us about your experiences so we can make this the best Regional convention ever held!

### The Pacemaker

#### Desmond Hotel and Convention Center

**September 15-18, 2016**

#### A taste of the Division and a Toast to the Region

Now we need you! There will be a general interest meeting on July 26 at 1:30 at the Clifton Park Library Board room. If you have any interest at all in contributing to the Convention please try to attend this important meeting.

Below is a brief outline of our needs and possible places to lend a hand. Please help us fill these rolls. For those of you who have talked to me, or the other BOD members, let us know what areas you would be interested in filling.

*The Hudson Berkshire division is sponsoring the NER 2016 convention at the Desmond Hotel and Conference Center. The convention is Thursday September 15, 2016 through Sunday September 18, 2016 and we are starting to organize division members who would like to help out with various committees and tasks. The guiding direction for our convention is "A Taste of the Division" to showcase our division, our members, and our area. We have secured a great location to host a first class event and are looking forward to working together to provide an exciting event for our Region and ourselves. The following is a non-inclusive draft of functions that we provide, broken down into three main categories as a way of starting the planning process.*

Continued next page



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**Local Convention Chair:** Co-chaired by Paul Hoffman & Kevin Surman

**The Local Convention Committee (Core):** This is the staff in the local area that will actually develop, coordinate and execute the convention.

**Inside Activities Chair:** (committee): This committee reports to the Local Convention Chair and is responsible for the detailed planning of and overseeing of the following.

Clinics:

Raffle:

Banquet Speaker:

Auction:

Modular layouts:

Trade Show:

Contests:

Hospitality Room, Banquet:

**Outside Activities Chair** (committee): This committee reports to the Local Convention Chair and is responsible for the detailed planning and execution of the following.

Layout visits:

Operation Callboard:

Fan trips:

Rail and prototype tours:

Bus transportation:

Spouse activities:

**Publicity Chairman:** This person reports to the Local Convention Chair and will be responsible for generating all of the advertising material

Logo:

Photos:

Maps:

Printed schedules:

Creating the convention web site.

As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the *Form19*, my "inbox" and telephone are always open to comments, both pro and con. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

## Editor's Keyboard June 2014

A special thanks to Ken Nelson "from all the staff" here at the *Form19* for his answer to the April *Form19* Puzzler about the term 'Gandy Dancer.' Ken's response that 'gander' was a dance step proved correct and led to the research (as described in the May *Form19*) that determined that 'Gandy Dancers' were named for a dance very popular in the 1870s and 1880s.

The *Form19* has received emails from people in and outside the Hudson-Berkshire Division expressing thanks for providing a very plausible answer for a long standing question.

And someone sent in a photo and a website in response to Bill Doyle's article on making a wheel car with extra axles. Protoloading (Protoloading.com) offers a package of 60 roller bearings for HO axles for \$6.59 (plus s&h). These can be glued onto the axle shafts to produce a very realistic axle to have at repair facilities or on an axle car. Bill's method of painting the axles seems like a very convenient (and neat) way of painting the axles in a random pattern. (Picture page 13)

Bill also has an article (page 7) about a visit to an out-of-the-way railroad museum that proved interesting, both in the visit and in learning more about the many small railroads that have been a part of our nation's regional histories. Have you visited such a railroad and maybe taken pictures? How about submitting something to the *Form19* so that our readers can share your experience?

Thanks again to Ken and Bill for making the *Form19* an interesting read.

And thanks, too, to Tom Oxnard of Exeter, New Hampshire for permission to reprint his article (page 4) on scratch building a station and freight house. The article was originally printed in the April 2014 issue of The Switch Tower, the newsletter for the Seacoast Division, NER, NMRA.

He chose the structure to meet the size needs of an area of a layout expansion and then used the front half to fill that requirement. He started the model with a simple sketch, then selected available window and door parts and then selected final dimensions to get the desired results. As Tom wrote at the end of his article, the skills developed with a project like this advance the modeler towards meeting the requirements of several NMRA AP certificates.





## Scratch Building Ashland Station and Freight House

by Tom Oxnard, Seacoast Division, NER, NMRA

I have modeled the Boston and Maine RR for a long time, but in name only. My home layout is a freelanced tour of New England from Boston north to the White Mountains of New Hampshire. Over the recent years, I have enjoyed gradually adding some prototypical structures and have named several of my industries for actual businesses that were serviced by the B&M. You can look at the B&MRR Historical Society website and find that list of names.

This past year, I expanded the northern end of my railroad into a classification yard along an 18 inch shelf and wanted to add some background structures and businesses there.

I looked through my B&M books to find the right station and freight house that were typical of up-state New Hampshire. There were many good examples, but I could not see enough detail from the pictures, and it was hard to get the feel for the size and scale of the structures. And most of these were black and white photos with no indication of the colors that were used.

In the fall of 2012, Doug Hartwell and I took a road trip to see a few remaining railroad buildings in the center of New Hampshire. One of our stops was at the beautifully restored Ashland station and freight house near the foot of the White Mountains. We took several pictures of the buildings, and these were enough to make me want to scratch build them.

When you want to model a real life structure, it is important to gather as much data as you can while you are on site (or obviously take measurements from a document). You want to take lots of pictures from all angles possible. Then take more pictures close up. You can scale the building with "story poles" (poles

marked every one foot); you can measure with a tape and record it in a notebook; you can have a person of known height stand next to the building; you can measure the width of one clapboard and then count all the clapboards on the wall; and you can measure the size of a window or door. Unfortunately, we did none of these things except take pictures, and one has Doug standing nearby but not very close.

Before I started the construction project, I estimated from the pictures that the doors and windows were about 7 ½ feet tall. I bought some Tichy windows that looked to be the right size and shape. These were large 6/6 double hung windows (44" x 90") on the sides and ends of the station, and similar height 4/4 double hung windows in the center. I also bought the appropriate panel doors. Once I knew the dimensions of these

Tichy windows that I was going to use, I was able to draw an elevation plan of the building on graph paper to the same scale, making front and side views. I also knew the size of similar structures on my layout.

This is where you have some artistic license. You can scale your building larger or smaller whether it is in the foreground or background, depending on your needs. I am more concerned about getting the overall proportions correct, and less

concerned with getting the exact dimensions correct. Lengthening or shortening a building may still keep it looking prototypical. Of course, by adding or removing a whole story, you may lose the accuracy that you are wanting, but you may still make an interesting building. Once you have your drafted plans, the construction of the station is straight forward. Obviously a sharp hobby knife and an accurate scale ruler are important.

The details of the building are what make it more unique. Study your pictures carefully and you can then make: the angled roof supports; all the trim boards; the shingled center gable end with artistic detail; the signals and pole with ladder and supports; the chimney;

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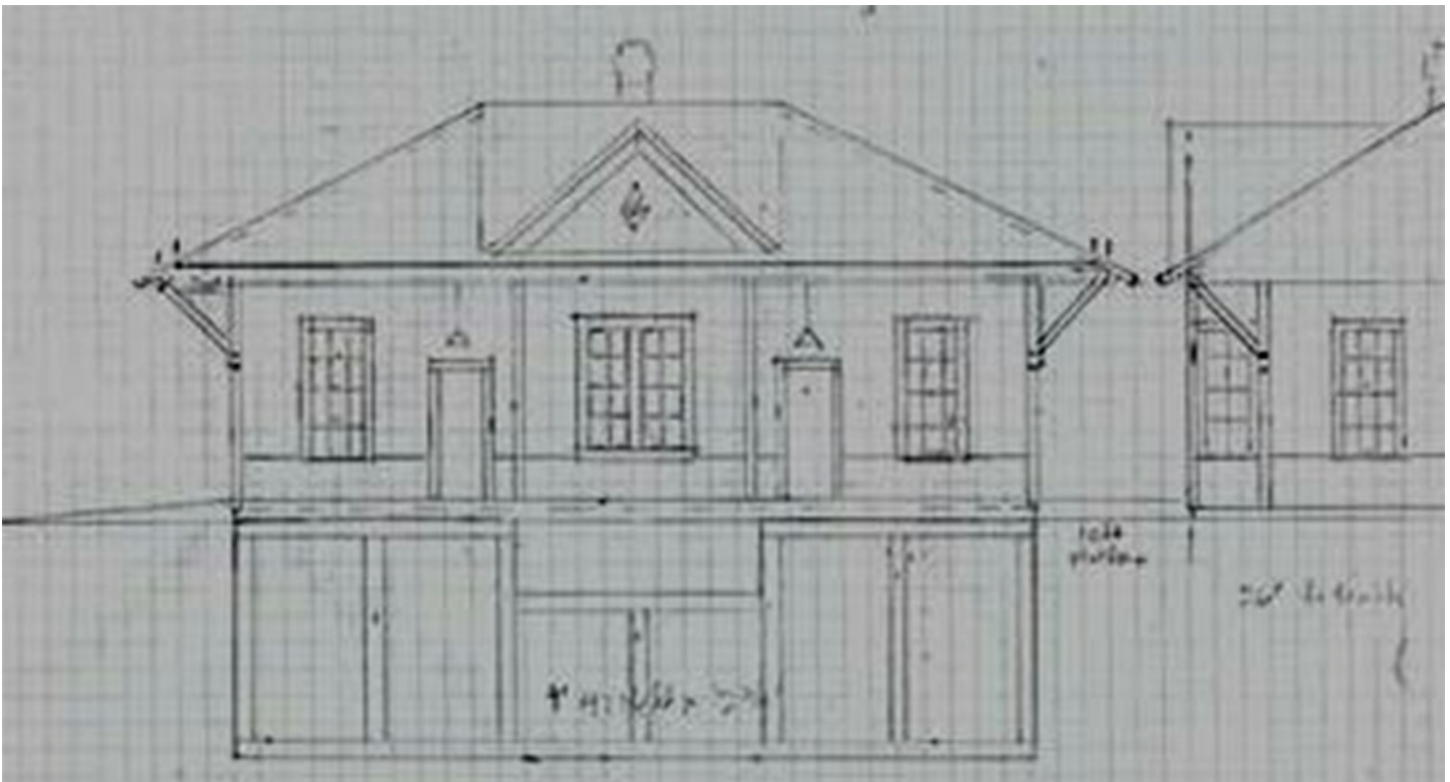
Continued from previous page

the lights; the signs; and the color scheme. Getting the appropriate colors on a field trip or from pictures is a huge achievement. In addition you may get to see and record some natural weathering.

The freight house is next door to the station. It has different windows, but otherwise the process is the same. I started my architectural drawing with my Tichy windows, then freight doors, panel door, and the appropriate spacing and proportion. Here the standard height freight platform helps you with dimensions, and I'm sure you have other platforms on your layouts that are freight car height.

Some people have told me that modeling reality is easier than freelance because you have all the details in front of you, and you don't have to struggle with something imaginary. And if you see it in a picture, you can usually model it. Scratch building is an important skill to learn, especially if you want to pursue your NMRA Achievement Program Certificates. You have to use this skill in Structures, Cars, Prototype, and Civil Engineering. So get out there, take some pictures, and try building interesting and unique structures for your layout. You don't have to use a tape measure, and it doesn't have to be an exact replica, but it may become something that fits just perfectly.

Pictures next page



Drawing of Station Building showing front, right front , and plan







The restored Ashland Station in Ashland, New Hampshire  
Ashland is a short distance north of Laconia, NH



Northern Junction Station  
Between the track and the backdrop



The freight station at Ashland, New Hampshire



The Northern Junction freight station





## Silver Lake Railroad

by Bill Doyle

Many rail fans head to New Hampshire during the summer and fall to ride the many trains available to them in that state. In central New Hampshire is the Winnepesaukee Scenic Railroad running along the lake of the same name. Further north at the west end of the Kancamagus Highway (NH Route 112) in Lincoln is the Hobo Railroad, the Cafe Lafayette Dinner Train, and Clark's Trading Post with its White Mountain Central Railroad. And of course there are the many trains of the Conway Scenic Railroad and the unique Mt. Washington Cog Railway.

On one of my trips there, I discovered another small railroad that is worth a visit - the Silver Lake Railroad. Located on a portion of the former Boston & Maine White Mountain branch, the railroad operates a 55 minute, 6 mile excursions on weekends utilizing a former B&M speeder and an open car. When I visited in 2010, the outdoor museum featured a collection of industrial switchers and track cars from a wide variety of settings. One intriguing car was a homemade ballast spreader that could be operated by one person. The former B&M depot now serves as the Silver Lake post office while the former freight house serves as the railroad's materials warehouse. Both have been nicely restored along with a 1941 diner on the grounds.

The railroad has already posted their 2014 operating schedule at [www.silverlakerailroad.com](http://www.silverlakerailroad.com). An easy drive south of Conway, the Silver Lake Railroad should not be overlooked.



Tiny 0-4-0 with Silverlake Station in background



Plymouth engine used in many small industries

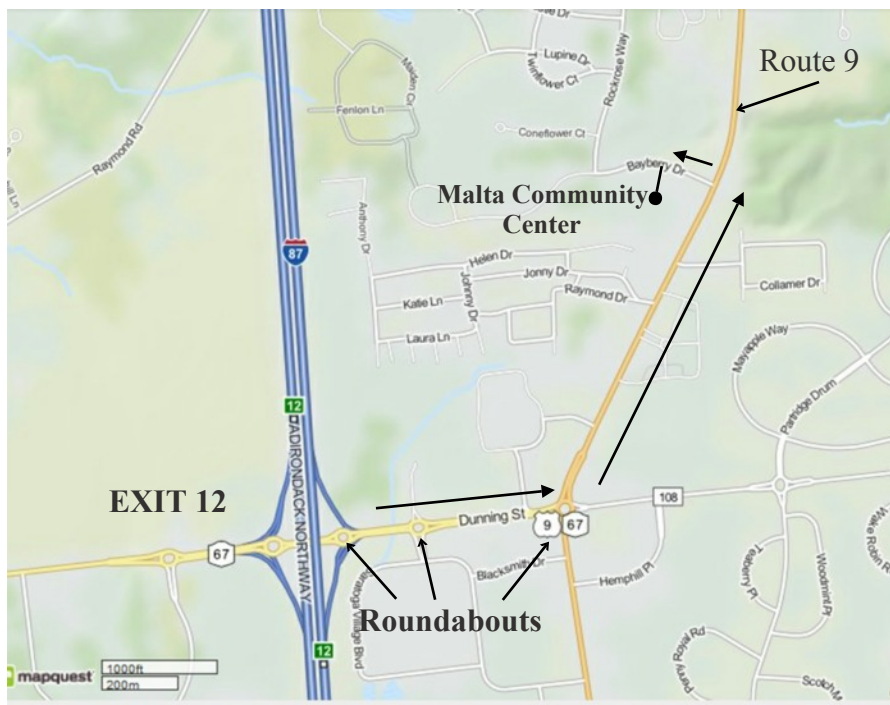


1941 vintage diner  
a part of everyday life in many communities



Open cars and speeder of the Silver lake Railroad  
at the northern end of Silver Lake just west of  
Madison, NH on NH Rte 113





### Location - Location - Location

Bob Hamm's clinic on scratch building styrene structures is at the Malta Community Center, One Bayberry Drive, Malta, NY. This is the first building on the left after you enter Bayberry Drive from Route 9.

Route 9 is east of Exit 12 of I-87 (The Northway), through some roundabouts. North on Route 9 (nominal left). Bayberry Drive is the first left past Allerdice Hardware. If coming south on 9, Bayberry is the first right past Cocca's Motel.

Promptness is appreciated as we only have the use of the Community Center room for a limited amount of time.

*Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with a Division officer. If you are a new member, don't be afraid to introduce yourself and to ask questions. Our intent is to be friendly and helpful.*

The French train operator SNCF has discovered that 2,000 new trains it ordered at a cost of 15bn euros are too wide for many regional train platforms.

The BBC's Christian Fraser in Paris says that it is an embarrassing blunder that has so far cost the rail operator over 50m euros and that the cost is likely to rise even further.

Construction work has already started to reconfigure station platforms which will allow new trains room to pass through. But officials say that there are still over 1,000 platforms to be adjusted.

The error happened because the national rail operator RFF gave the wrong dimensions to train company SNCF that owns the fleet. RFF personnel measured platforms built less than 30 years ago, but many of France's regional platforms were built more than 50 years ago when trains were a little slimmer.



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### Hudson-Berkshire Division NMRA Treasurer's Report for June 2014 Form19

	Checking & Savings	Toys for Tots
Balance on 12/31/2013	\$ 14,158.30	\$ 1,929.97
Total Income	\$ 6,242.84	\$ 50.83
Total Expenses	\$ ( 1,699.31)	\$ ( 0.00)
Balance on 5/31/2014	\$ 18,701.83	\$ 1,980.80





## NMRA EduTRAIN® Program

The NMRA EduTRAIN® program is a new initiative to bring consistently high quality clinics to NMRA members.

You may have seen something about the program on the NMRA website, in the NMRA InfoNet News or the March issue of the NMRA Magazine. This program, started in the Michiana Division, is designed to meet several needs, providing support to both Divisions and individual members.

- It is a program intended to help the NMRA better fulfill its charter objective of providing education and training for model railroaders.
- It is intended to provide another reason for model railroaders of all skill levels to join the NMRA and consider participating in the AP program.
- It will become the first complete curriculum of re-usable turnkey clinics covering all aspects of model railroading from kit building to scenery, electricity and electronics, layout construction, scenery, and operation. NMRA EduTRAIN® clinics will include traditional presentations as well as demo labs and hands on (Make and Take) workshops where the primary objective is to teach. When fully implemented, NMRA EduTRAIN® will allow a model railroader to progress through all phases of model railroading, according to their interests, from novice to Master Model Railroader.
- It is based on a methodology for developing courses (clinics) based on many years of experience in government, industry, the military and education that is proven to facilitate the transfer of knowledge and skills. This methodology will provide higher quality and greater consistency for all clinics included in the NMRA EduTRAIN® brand.
- It will include clinics to train model railroaders to become more comfortable and proficient at delivering presentations (Train the Trainers).

NMRA EduTRAIN® is being offered by the NMRA as a recommended practice, not a mandatory requirement. Once approved, clinics will be available through the NMRA to regions and divisions for presentation at official NMRA events. NMRA EduTRAIN® does not

include or replace other informational clinics such as layout tours, travelogues, or general information on railroad practices at NMRA events. If you have a favorite clinic, NMRA EduTRAIN® does not render it obsolete. But if you have a clinic that does a particularly good job of teaching other modelers how to do something related to model railroading, AND you are willing to consider some rework to fit the NMRA EduTRAIN® model, we would like to talk to you.

If you (the Hudson-Berkshire Division reader) have an idea for a clinic that you would like to attend (free of charge, no attendance at a convention required), then won't you please pass these suggestions along to one of the Hudson-Berkshire Officers or send a message to the *Form19* with your thoughts. We are looking for ideas that we can use to make the model railroading experience better and more rewarding for all of us. From your suggestions we can perhaps develop (following the EduTRAIN guide) a local clinic and then, again perhaps, transition it to the national program.

This NMRA program, it is hoped, will also go some way towards solving another problem that has been 'bugging' the officers and board members of the Hudson-Berkshire Division (as I'm sure it has other divisions) and that is "How can we make our programs more inclusive and reach those members that are at distance from our central areas of members."

In recent years we have had clinics by Jack Ellis on Craftsman Structures, a dry brush as painting method clinic by Rich Smith and a make and take clinic for hands on experience by Kevin Surman and Paul Hoffman. And now we are offering a fine program by Bob Hamm on creating styrene structures. Each of these programs provides teaching that the model railroader can use to advance his/her skills and enjoyment.

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### PLEASE NOTE AND ACT

**If you have recently had a change in contact information** (address, phone number, email address), **PLEASE** provide this new information to the Division and to the National office. You can do this by contacting any local officer (info on page 2) and by changing your information on NMRA's website, NMRA.org. If you know a member who may have had such a change, won't you please ask them if they have informed us?

# Puzzler

Last month the PUZZLER had a picture of a Santa Fe SD 40 with 'non-standard' decorations and the question was simply "What happened to the engine in the picture?"

Well, the truthful answer is (and we are not making this up) – it hit a house!

There are two picture of the incident that the Form19 could find. We have not been able to find any incident reports on the internet, probably due to the date (January 1980) when local news stories were not being put out there.

It seems that a house mover was moving the structure across the tracks of the Santa Fe's Second District mainline (that ran from Los Angeles to San Bernardino via Pasadena) in Highland Park, CA, a northeast neighborhood of Los Angeles. No warnings were set out for the westbound freight that came around the corner and through the two story building. This picture (right) was taken from the cab of a westbound Amtrak that was the next train through. It appears the PUZZLER picture was taken from this engine also.

Can you imagine trying to convince a dispatcher that you are stopped because the train hit a house – and the train never left the track.

You can see just the nose of the SD 40, on a connecting track, at the left hand side of this picture.

This right of way is now occupied by LA Metro light rail Gold Line and hasn't seen a 'real train' in many years.

Just trying to show you that things go strangely wrong on the real railroads and not just on your layout.



Photo by Joe Blackwell via Railpictures.net

## FORM 19

Hudson Berkshire Division  
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First Class Mail





From the Ottawa Sun New April 23, 2014

OTTAWA — The Canadian government decided not to wait for the U.S. to act and on Wednesday announced its own three-year deadline to replace or retrofit all the high-risk tank cars that transport flammable liquids by rail across the country.

Transport Minister Lisa Raitt said the government will ban the substandard DOT-111s tankers from carrying flammable liquids on Canadian railroads by May 2017.

However, 5,000 of the most dangerous tankers will be barred from transporting crude in Canada in 30 days, Raitt said.

Raitt's announcement was in response to the Transportation Safety Board's safety recommendations following its investigation of last summer's train derailment and explosion in Lac-Mégantic, Que., that killed 47 people.

The runaway train had 72 aging DOT-111s tankers carrying crude oil from North Dakota. The TSB said the old tankers, built before standards were upgraded in October 2011, were prone to puncture and explosions.

Raitt said all of the tankers carrying flammable liquids on Canadian railroads after May 2017 will be built to the 2011 safety standards.

The new rules will help make Canada's rail system safer, Raitt said, not just in response to last summer's disaster, but also in light of the dramatic increase of crude being transported by rail across North America.

The faster phase-out of older cars in Canada raises the possibility that these cars will be diverted for use exclusively in the U.S. if Washington doesn't move with similar speed.

Norfolk Southern Corp CEO Charles Moorman said if U.S. regulators also order a fast phase-out, it could have a "limiting impact" on the shipment of crude by rail and "would probably present some problems" for the railway operator.

Raitt said the government's three-year deadline to replace or retrofit the tankers is "aggressive" and considered ambitious by the rail industry.

Earlier this month, however, a vice-president with the Canadian Association of Petroleum Producers — whose members own many of the DOT-111s in ser-

vice — told QMI Agency a three-year deadline was reasonable.

Raitt said roughly 65,000 DOT-111s made to pre-2011 standards are in circulation in North America and the government's legislation will apply to the roughly one-third that operate in Canada.

Raitt wouldn't say how much replacing all the tankers will cost, but the rail industry has previously estimated that each car will cost about \$150,000.

Raitt also announced Wednesday that railway companies will be immediately required to reduce the speed of trains shipping dangerous goods across Canada.

Railways will also have 180 days to adopt "new permanent rules on operating practices," and shippers will have 150 days to create new emergency response plans for the transportation of flammable liquids, Raitt said.

TSB chairwoman Wendy Tadros said she's "encouraged" by Raitt's "strong response to the board's recommendations," but she will need more time to study the new rules.

Lac-Mégantic Mayor Colette Roy-Laroche said she's "satisfied" with the safety requirements. However, she said Raitt's announcement doesn't force railway operators to own enough liability insurance to cover the cost of disasters.

Canadian taxpayers are currently on the hook for tens of millions in cleanup costs in Lac-Mégantic because the short-line railway that owned the train didn't have enough liability insurance.

**Editor's note:** The date implied in paragraph three has passed. Norfolk Southern had already sent out a message to all shipper with cars going to Canada that it will not transport these cars into (or back into) Canada.

Simply by the number of new cars being ordered, it is evident that railroads, car owners and shippers are actively trying to make transportation of these hazardous materials safer.



1925 milk car created by Joe Kavanagh for his Luzerne Valley Railroad, Lake Luzerne, NY



1954 version milk car for the Luzerne Valley RR

## What scale is your layout?

So you have attended some clinics on how to build structures and cars. You've learned about wood, plastics and various adhesives and glues.

But suppose your cars were so big that you put them together with a welder?

Joe Kavanagh has built a layout with about 8900 feet of track. Those are real, 12 inches to the foot, feet of track.

Joe's layout is a 1" to the foot scale that shows up on Google Earth views from satellite images.

So for that size trackage you need larger cars.

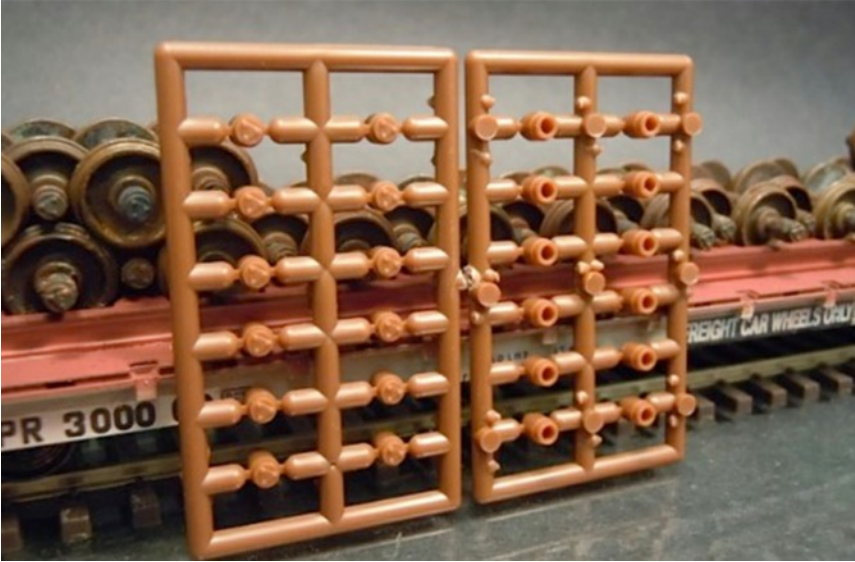
Here are two that Joe finished this spring. They have full working suspension in the trucks - that Joe had to put together, too.

And the locomotives have a motor on each axle so that they can pull trains with cars this size. And some of those cars, gondolas and flats, have seats on them so that he can ride around the layout.

Never again will I say that changing the axles in an HO truck is a pain in the butt - no welders, no grinders & no heavy tools to do that job.

Way to go, Joe!





HO scale axle wheel bearings available from ProtoLoad.com

12 bearings to each mold; 60 bearings per package