



The continuing detailing saga of Dick Karne's New York Central Railroad, "New York, Westchester and Albany" division, continues in this edition.

Dick who admittedly has never really gotten into the scenery aspect of model railroading is now showing his excellent modeling expertise, with new details on his pike.

I'm sure that all who know Dick, will agree, when this model railroad is completed, it will be one of beauty and no minute detail will be left undone.

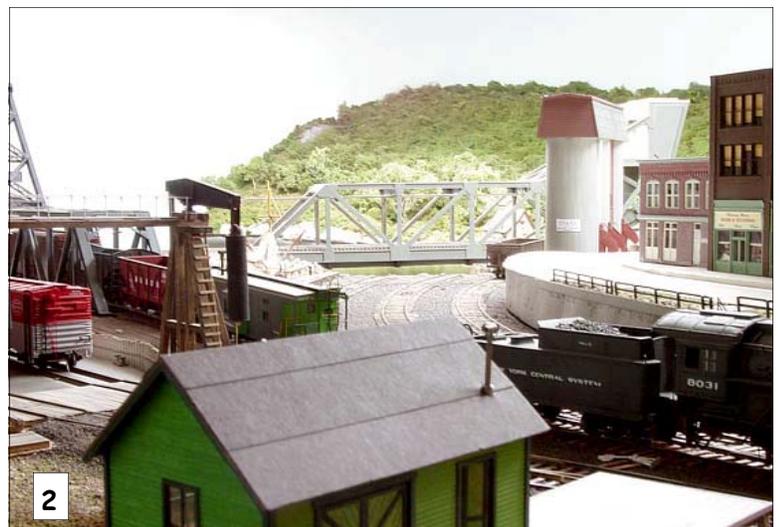
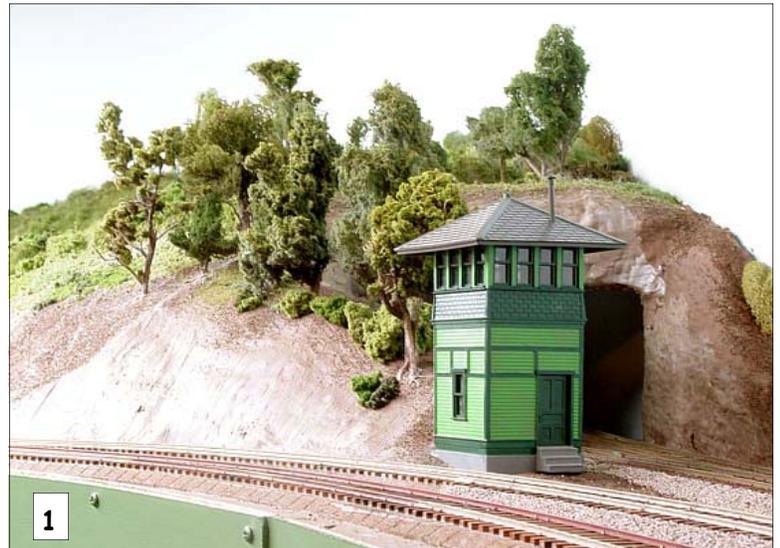
Editor

Image one -The interlocking tower shown is at Springfield Junction still needs electricity (power lines and poles), signal relay cabinet, and signage. And the rails still need paint, and the ballast isn't finished. The track disappearing into the tunnel leads to the Springfield South staging yard. The double-track main line in the foreground comes up from Cornwall Bridge, passes the Port Hudson branch (left, out of picture), and terminates at Troy Union Terminal.

Image Two - - Is of Port Hudson shows the load yard in the rear. One of its tracks services the New England Coal Co. in the right background. To the right of the coal co. is the north end of the Port Hudson business district. A displaced P&LE 0-8-0 switches the Porte Hudson branch of the NYW&B. The car flat apron shows on the left. The green building in the foreground is a Banta freight station, picked up at Richard Bendever's laser-kit construction clinic at last summer's NASG Convention. The bridge in the background is that old cardboard Russell Mobley Models kit that you've all seen before.

Image three - Shows the car float and its apron. Both of these structures were build by Bob Christopherson. The bascule bridge is an unmodified Walther's HO kit. The hill in the background has the full scenic treatment -- Lumps of foam-covered polyfiber in the rear, Supertrees in the middle portion, and detailed individual trees in front. The light-colored building in the left rear is a flat built by Bob Christopherson.

Dick Karnes





About the Walther's HO scale Bascule Bridge and adapting it to S scale

1. How much clearance is there between the bridge and rolling models on the sides and top of your widest/tallest models?

Clear width is 2-7/16", or 13 scale feet -- equal to the standard prototype lateral distance between multiple tracks on mid-20th-century east coast railroads. Clear height above code 100 rail-head is 3" (16 scale feet) -- the absolute minimum on older east coast railroads. No piggy-back traffic here!

2. If the bridge is indeed "unmodified", how was the S scale track secured to it?

Real high tech -- a small rubber band, grabbing the opposite ends of one flextrack tie in the center of the movable span, wrapped around the underside of the support girders. The flextrack is connected to fixed hand-laid rail on both ends of the bridge with standard rail joiners. These can be pushed along the rails (off the joints) so the entire bridge can be removed -- which I still have to do to paint it. I built the bridge to actually work if I wanted it to, but the track through it is continuous -- and removable. The motor is not powered. But I did try it out before installation, and it works well. The DC motor can be reversed, and in fact the kit comes with a diode matrix that reverses the direction of the bridge motor. However, the limit switches in the kit are really hokey, so I did away with the matrix and the limit switches. If I ever power it I will use

micro switches to stop the motor and a simple dpdt switch plus diodes to reverse it. I did make one minor modification that I had forgotten -- Merely cosmetic. Although the counterweight originally hung no lower than the 3" vertical clearance, I thought it looked too low. So I later shortened the counterweight by 1/2". If one were to actually power the bridge, weight (like bird shot) would be required in the hollow counterweight.

3. Since the bridge was designed for HO models, does it sag any due to the heavier weight of S scale locos?

The bridge is large -- 28 inches long not including the walking beam and counterweight -- i.e., from the far end of the movable span to the entry gate on the other end. The movable span itself is 22" long from hinge to tip. I made no mods to accommodate S scale loco weight, and the bridge does not sag. The loco I use on this branch is the 0-8-0 in the photo. This is a zamac and brass loco, fairly heavy.

Dick Karnes

PS -- I just received an Atlas O scale through truss bridge kit from Des Plaines Hobbies. This bridge will have its O scale track removed (and sold on eBay), replaced instead with my three-track line over the lift-out to my layout room. Its 44" length is just right for my 4-foot doorway, and its 8" vertical clearance allows catenary to be strung right through it.

For those who want to know how I can squeeze catenary into the Walthers HO bridge -- Not gonna happen. The Port Hudson branch is non-electrified -- steam and diesel only.

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