

### **Car Weight per Bruce DeMaeyer Email 4/7/16**

For those of you who want to have smooth running operations layouts and are sometime perplexed about solutions to rolling stock problems, here is another tool to help fix incorrectly weighted (on in the case of scratch built cars, non weighted) rolling stock.

The NMRA has a series of recommended Practices (RP-XX.X) that relate to their "standards". One of their most famous is RP-2, devoted to the Standards Gauge we all find so useful.

Another, the subject of this email, is RP 20.1, Recommended Practices - Car Weight. Click link below for RP 20.1.

#### [RP 20.1 Link](#)

Each of your kitchens probably has an electronic digital scale and the project begins by getting the weight of the car. RP 20.1 has a table for each scale, i.e., N-Scale. The variable in the table is a function of the length of the car.

Most manufactured cars should be very close to the weight in the formula. But.....

Since the problem is that the car is almost always too light, adding weights is usually required. A number of methods are fairly well known and your use of any of these methods require good application practices. Most solutions require the use of added weights made out of lead or other heavy metals.

Two of the more popular methods are to use commercial lead weights either available from auto supply stores, fishing sport stores or as packaged solutions from rail modeling supply companies and John Gorman has a source of these various products. Use care when cutting the lead weights.

Each car will have a different set of places in which to locate the weights but the best methods would always include placing the weight equally distributed over both sets of trucks.