



# THE Lantern

September 2012

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Happy  
Birthday!



## Big Bend Model Railroad Association celebrates our 25th anniversary!

On Saturday, September 15, 2012 the Big Bend Model Railroad Association will celebrate its 25th anniversary! During our September meeting on **Tuesday, September 18<sup>th</sup>** the BBMRA is going to get Sonny's to cater a dinner to celebrate.

Since this dinner is being catered (for \$7.50 per person) there will be one major rule: you **MUST** preregister to eat. You don't have to prepay the \$7.50, you just have to reserve a table and give me a headcount for your party.

We need a minimum headcount of 20 to be able to place the order with Sonny's. We will pick-up and set-up the dinner. If we get a headcount of 30 or more than Sonny's will throw in delivery.

Our menu will be as follows: barbecue chicken, sliced pork, coleslaw, potato salad, green beans and bread. For 20 reservations we get one gallon each of sweet tea, un-sweet tea and lemonade and if we get 30 then they will add one more gallon of some liquid. Dessert will be included.

If this dinner is successful we can talk about resurrecting our pre-meeting dinners.

Please respond to me directly by either bouncing an e-mail message back to me at [sullyjws@aol.com](mailto:sullyjws@aol.com) or giving me a call on my cell at 850-544-1870. If I don't pick-up please leave a message.

## Minutes of the August 2012 BBMRA Meeting

BBMRA meeting was called to order at 7:29:56pm by John S.

**New members:** John Rogers, saw us at Home Depot, and the Show. Dreaming of HO layout for some time. No visitors.

A moment of silence for Dave Kerns was observed.

**Minutes:** new member Wendy Warden will be amended to be written in. Accepted.

Treasurer report; Larry is under the weather, John S. said we are in the black. Accepted.

Dues being collected by John S.

\*\*\* Next Meeting \*\*\*

**September 18<sup>th</sup>**

at the  
**'old' Tallahassee Antique  
Car Museum**

The 'old' Tallahassee Antique Car Museum is located at 3550 Mahan Drive just east of the intersection of Capital Circle and Mahan Drive (across from the McDonalds in the Wal-Mart parking lot).

Dinner will begin at **6:45 pm.**

The meeting will begin at **7:30 pm.**

\*\*\* **Dues Reminder** \*\*\*

The BBMRA Treasurer will be accepting members' dues payments for the upcoming fiscal year – July 1, 2012 to June 30, 2013 at our meeting.

Dues for the next year are \$20 and may be paid by cash or check made payable to BBMRA. Members have until September 30, 2012 to pay their dues. After that date members who have not paid their dues will be considered in default and their membership privileges will be suspended until their dues are paid.

## Division Reports

**Small Scale:** Garth said work party to be planned 3-4 weeks for new corner module for the museum, and on the "Fair" module.

**HO Scale:** Sam was elected as division leader.

**Large Scale:** Randy reports he called Lionel. They have not released a new bells and voice unit yet. These would improve the show display.

**Switching Layout:** no report.

**Veteran's Memorial:** There are 3 engines in operation. Free rides on the second Saturdays, donations graciously accepted.

**NMRA:** no report.

**Good of Group:** John explained the upstairs model rail layout at the museum is open for our purposes. However do to cost of air-conditioning, it will not be turned on. Lighting is limited to the layout area. Those who have been there know it gets hot after a short time.

Dothan, Wiregrass train show is September 14-16th, (reminder), our members are welcomed, free admission.

John S. is talking with the city of Tallahassee about our presence at various functions.

Andy M. has pictures to show after the meeting of a New Hampshire trip. Train excursion with a historic rail line.

**Program:** survey results.

Andy Z. has the visual results of the survey taken these last few months. The presentation was in detail electronically, and displayed on a large screen. Pie charts, bar graphs, and done anonymously. Efforts to find what the group thinks about the club, the leaders, the future of the club, the needs, ideas for the club in many ways. It was also a complaint department where a member can express dislikes. The results will be available by hard copy. 78 of a possible 104 people responded. That is a good percentage. This lets the leaders know where members stand and helps to improve our program.

There were many ideas expressed by attending members.

John S. suggested some ideas for new meeting format, such as dinner meetings, business meetings every other month, run trains, and do presentations from various sources, build modules, tours (spring time), get more members involved where their needs are addressed. Every member has a right to have questions answered.

John S. also mentioned the BBMRA will be 25 years young this next month. Maybe a dinner at "Golden Corral in the back room"?

Meeting adjourned at 9:07 PM.

There were HO items presented prior to the meeting, along with "Garden Railways" magazines free for the taking.

N scale T-track modules set up and run along with DCC testing, and member to member discussions of any topic.

The photo's Andy M. presented were colorful, scenic, and varied in sites along the historic New Hampshire "Conway Scenic Railroad". Made me envious to see the White Mountains and hills of that area. He reported little to no bugs at the time also.

Respectfully submitted / Doug Gyuricsko/ or G.



This is a railroad structure.  
What is its purpose and where is it located?

## WHEELS AND RAILS

submitted by Mike Sassard

The steam engine was considered to be "hard on the rails" as compared to the diesel. As most of us are well aware, the large spoked wheels are the drive or powered wheels. On real trains, passenger engines had large diameter wheels for higher speeds. Freight engines and switchers had smaller wheels for lower speeds but greater pulling power. Before the diesel, even greater power was achieved on the Shay, Climax and Heisler type "geared" engines.

I believe Lionel missed out on an opportunity here. As kids, most of us wanted to run Lionels at a visually comfortable and exciting speed. This speed is not always compatible with the sharp O27 curves, causing many a "roll off". A slightly smaller diameter wheel would give the same visual effect but have a slightly less forward speed. Actually they would look better on the smaller "Scout" type engines. This increase speed was the reason the steam sound was one chuff per revolution, instead of the prototype four chuffs. The Lionel "scale" engines have four chuffs per revolution.

Most of the Pre-war Standard Gauge engines had unusually large drivers. These engines did not "need" to be run at as high a speed, probably because of increased "mass". The same applies to "G" gauge trains.

As engines developed from the 4-4-0 and 4-6-0, to engines with trailing wheels, the trailing wheels held up the weight of the, expanded, larger fireboxes. A question, in my mind, was why, on four wheel trailing trucks, was the last set of wheels larger than the first? Sometimes, these wheels were spoked, to reduce weight, I suppose.

On a real engine, the lead wheels actually led the drivers around a curve. On a toy or model, with rare exception, they do nothing to assist the engine. In fact, many times they frequently derail, causing some modelers, (even the great Frank Ellison) to remove them entirely. These are the culprit on many a turnout derailment. This may be one reason why many lower cost, (early age), like Marx, toy trains didn't have them at all. I do not know why some engines had four wheel lead trucks and some had two. Was it a longer smoke box that needed extra support?

On diesels, why do passenger engines have six wheel trucks and freight engines have four wheel trucks? Sometimes on these six wheel trucks, the center wheel set was not powered. Why? On the American Flyer Alco PA engines, these center wheels were always left out.

The flanges on prototype railroad wheels actually contain a small curve. This has a tendency to actually keep the flanges from rubbing the rail anymore than necessary. Here is where Lionel created a remarkable invention, the "fast angle" wheel. Now all "O" gauge manufacturers use fast angle wheels. The drive wheels, of course, are not fast angle. These wheels have angled wheel treads, which greatly reduces friction, especially on curves. If you have used flexible track, you are well aware that the inside rail is shorter than the outside. This means that the wheels travel different distances on curves. This causes drag and friction. On the fast angle wheels the wheelset shifts so that the inside wheel is riding on a smaller diameter of the slanted tread and the outside wheel is riding on the larger diameter. This reduces friction and with the aid of needle point bearings, an engine can pull a longer load of cars. They really roll amazingly a lot better. Ironically they got their name and were made this way, not for friction reduction, but to facilitate their removal from the mold.

I was told by a Lionel representative that they stick to the three rail track because of "backward compatibility". That's understandable and they still produce the round tubular track. American Flyer changed to "T" shaped rail when they changed to two rail, after the war. Lionel tried "T" shaped rail with their "Super O" track. Super "O" did not last. "Super O" did not have a center rail, but a copper blade. Now that Lionel has "Fastrack", it is still hollow, not "T" shaped, but flat on top, which gives a lot more traction. It is a lot more realistic looking than the original tubular track. It is fastened to molded roadbed and the two outer rails are connected underneath by a thin metal strap, which can be removed in five minutes, creating an insulated rail. Marklin eliminated the third rail with stud contacts in the ties. This of course requires sliders instead of rollers.

## **HO Division to Raffle the Ed Olson layout in August September**

The Ed Olson layout will be raffled off (tickets are free) during the August meeting and the rules are simple:

- 1) You must be present to win and all of the raffle tickets are free;
- 2) You must be willing to take immediate possession, which is why you must be present to win;
- 3) After the meeting we'll load the layout back on the truck and deliver it to your house, which is why you must be present to win, you have to lead the way. (Out-of-town delivery may have to wait for the weekend.)

## **Celebrating our History** by John Sullenberger

The Big Bend Model Railroad Club (BBMRC) held its first meeting on September 15, 1987 in the back of the Hobby Caboose on Tharpe Street. The BBMRC was organized for the purpose of promoting and preserving model railroad activities for the benefit of the general public and the members of the Club and for the purpose of promoting and preserving historical material and information pertaining to railroad transportation. The organization's unofficial motto has always been: "Run Trains!"

The Big Bend Model Railroad Club decided to incorporate and was chartered as "The Big Bend Model Railroad Association, Inc." (BBMRA) on June 28, 1990.

The Association has a seven member Board of Directors: the President, Vice-President, Treasurer, Secretary, N Division Coordinator, HO Division Coordinator and Large Scale Division Coordinator and our fiscal year runs from July 1<sup>st</sup> through June 30<sup>th</sup>.

The BBMRA started with three divisions: the N Scale Division, the HO Scale Division and the Tinsplate Division. Each division supported a modular layout and we were off and running. Due to a lack of support the Tinsplate Division abandoned their right-of-way.

At present, the BBMRA is still comprised of three divisions and two sub-divisions: the Small Scale Division (N & Z), the HO Scale Division and the Large Scale Division (all scales larger than HO). The HO Scale Division supports the Time-Saver switching layout and the Large Scale Division supports the Tallahassee Live Steamers.

The BBMRA attempts to promote all sizes and scales of model railroading and to encourage rail fan experiences. BBMRA accomplishes this purpose through programs and projects that give members enjoyable, entertaining and educational hobby activities and by offering rail fan trip information to see actual railroads in operation and provide a better understanding and appreciation of the development, management and history of railroading.

This September 15th the Big Bend Model Railroad Club/Association is celebrating its 25th anniversary. Come join us as we make our connection and begin the next leg of our journey.

## Can't Lie... .....Need an Article

Yes, it has come to this, I am begging.

Mike Sassard has supplied an article for this month's effort (and has already provided one for next month.)

I'm asking you to step up to the plate. It's not hard, and doesn't need to be much. A website link and your comments about why you found it interesting would be fine. A shop tip about how you do something. Something thought provoking or mildly interesting.

I eagerly await YOUR submissions for the newsletter.

Thank you

Drew Hackmeyer

[bbmra-editor@ngsouth.net](mailto:bbmra-editor@ngsouth.net)



Another view....and a hint. Must get cold to directly connect those outbuildings.

"The LANTERN" is the official publication of the BIG BEND MODEL RAILROAD ASSOCIATION, INC. and is published monthly just prior to each regularly scheduled meeting. Subscriptions are included in all members' dues. The deadline to submit materials for publication is the fifth (unless otherwise noted) day of each month sent in c/o BBMRA, Attn: Editor, PO Box 3392, Tallahassee, FL 32315-3392 or e-mailed to [bbmra-editor@ngsouth.net](mailto:bbmra-editor@ngsouth.net).