

The Rusted Rail

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The New Year is here and January has been a busy month.

Home, home on the range...or Wide Open Spaces.

At least it seemed that way at the Greenberg Show in York, PA on January 8-9, 2011. Twenty-seven modules made up our largest York layout to date. 20 feet wide by 39 feet long. We were wider than what has been our length for many shows. This was the club's members only largest layout to date. All the modules belong to current or pending members.



Somewhere over the rainbow...

Brown, Red ,Orange ,Yellow ,Green, Blue and Lt Blue were the colors in our rainbow as the club had its first outing since receiving the track gauges that been ordered from Rodney's Railroad Tools. The track crew put these new gauges to good use and had the layout up and running smoothly before you knew it. In addition the club also purchased a few other tools to help in module construction. If you have a new module in the works contact any board member to check out these items.

You are not in Kansas anymore...

Or are you? The brown prairie module has been updated and scenery applied by Pete and now sports another industry on the branch line. A grain elevator is ready for those hoppers to be dropped off and loaded. Pete designed the road way so that this module may be adjoined to Jim & Kyle farm module.



According to Pete there is still a lot of detail work to be done. So we will look forward to seeing his progress at the next outing. Especially since he was able to go from the barren brown prairie to this in just a week. I might just have to send a few bare puffs his way. He might just be our new "ScenicKing".

You load sixteen tons and what do you get...

A fine rendition of an Appalachia drift mine. This module by one of the newer members John is typical of many 'punch mines' found in the bituminous coal regions throughout the Appalachia Mountain states. Black diamond extraction at its best. The picture doesn't do justice to the details John has included in his module. The slurry ponds to the left of the tipples are fed by a discharge hose that if you follow it goes up the hill to a thrash pump and into the mine. Water is always a problem and must be pumped out of the mine. Remember the Que Creek mine disaster a few years ago in Somerset County. John also included the man & supply tracks going into the mine along with a couple supply cars loaded and ready to take to the face. Not visible is the fan house which supplies fresh air into the mine and evacuates the dangerous gases such as methane and hydrogen sulfide. For me it is a trip back in time when coal was king and I would put on my coveralls, hard hat and boots, strap on my belt and attach my cap light, hang my check tag as in. Then descend into the

deep, dark, dingy, dreary and damp hole that would be our home for at least the next eight hours, till we saw the light of day again.



Yes Virginia there is a Santa Claus....and other myths busted....

Rumors have been circulating about a certain un-named member. His where about had become a great mystery. Club functions had come and gone, but he was no where to be found. His little two footer farm module began to worry. Some said that he had been kidnapped and absconded by the Bavarians. Word was the bimmers had taken him away, and he was hopelessly going around in circles. Still others had heard that he had moved to the dark side, no not HO, even darker. On30. And then there where those that said it was all that little green reptiles fault. These rumors were further advanced when via email, it was divulged that this person wish to divest of a certain poff, that had been also MIA since a certain outing in Strasburg when it was viciously attacked by one of the afore mentioned bimmers. Another rumor has it that a certain Yardmaster, lured the missing one to come to York, by agreeing to rescue the poor violated poff, and appeasing the bimmer gods with an offering. The odds makers at Vegas still weren't sure and giving even money. With bad weather in the air, would York be the show that could lure this lost soul back?

And the answer is Yes.



January is also the annual business meeting month.

Thanks to all who were able to attend so that a quorum could be established and official business conducted.

And the winners are...

Congratulations and thanks go out to Mark, Dale and Mike. Not only have they provided great leadership during the last year, they graciously agreed to run for another term. And were unanimously elected to lead us again for the next year. Once again thanks for all your hard work.

Topics of discussion...

Treasures Report

Membership Status

The purchase of additional DCC throttle(s).

Changing the quarterly business meeting times.

Events for the upcoming year.

National Nscale Convention 2011.

Details of the above are part of the official minutes and can be further explored there.

Next stop...

Just a reminder that next club outing will be the NRHS show in March.

24th Annual Harrisburg NRHS Chapter Train Show

Location

I.W. Abel Union Hall, Steelworkers Union

200 Gibson St.

Steelton, PA

03/20/2010

We will again be in the bar area limited in size. Unlike York which was our largest set-up, this is traditionally are smallest. If you wish to have your module in the layout please advise any of our Board members so they can reserve your spot.

PRE-Diesel Information

Steam Locomotive Wheel Arrangements, WHYTE System

Written by **Bob Swanner**

As steam locomotive types became more numerous it became readily apparent that a better system of locomotive identification was urgently needed. Specific locomotives were identified by individual names "Prince of Wales", "Devastator", "Intimidator", or "Tom Thumb", but trying to remember what type engine the "Intimidator" was, got to be very confusing so a new system had to be devised.

The new system is called the WHYTE System, named after Frederick Methvan Whyte a Dutch New York Central mechanical engineer who designed it. This system identifies the locomotive by the arrangement of its wheels, later most but not all wheel arrangements were named, usually by the ones who first devised or bought that particular type.

This system numbers the locomotive wheels starting with the front set at the headlight & working back toward the rear set. . A steam engine might have two front guide wheels, six

larger sized drive wheels & zero rear (trailing) wheels, so it is designated: 2-6-0, read as two-six-oh

The number of front guide wheels gives us an idea of the service for which the locomotive was intended.. Zero front wheels indicate slow speed where all adhesive weight is on drivers but there is no guides front or rear to keep the large drivers centered so they won't climb up & off the rail. Two front wheels indicate medium speed like drag freight, but there are many fast exceptions. Four wheels in front indicate high speed service like passenger & priority freight. Additionally, the number of trailing wheels indicates the steaming ability, the ability to run at sustained full throttle operation without loss of steam pressure. Zero rear wheels indicate low power or low speed capability only, like switch engines. Two rear guide wheels that were on the Atlantics, Pacifics, & Mikados indicate a moderate improvement in steaming ability where a larger firebox, producing more steam, making higher steam consumption possible. When the first four wheeled trailing truck was produced to support a truly enlarged firebox was introduced on the 2-8-4 Berkshire, super power free steaming came into its' own. The trailing wheels also helped guide the locomotive in reverse.

Remember this: The name is for the wheel arrangement, not a specific locomotive, the "Tom Thumb" was a specific 0-4-0 locomotive.

Listed are all the wheel arrangements with the types named.

There will be a few types with more than one name, all that have been found are listed.

0-2-2,
2-2-0 Vauxhall, Planet, Bury,
2-2-2 Adler, Firefly, Beuth,
2-4-0 John Bull,
4-2-0 Six Wheeler, Lafayette, Crampton,
4-2-2 Bicycle, Stirling 8 ft. single,
4-2-4 Pearson 9 ft. single,
6-2-0 John Stevens,
0-4-0 switcher,
0-4-2 Lion,

0-4-4 Forney 4-coupled,
2-4-0,
2-4-2 Columbia,
4-4-0 American, Duke,
4-4-2 Atlantic,
4-4-4 Jubilee,
0-6-0 switcher,
0-6-4 Forney Six Coupled,
2-6-0 Mogul,
2-6-2 Prairie,
2-6-4 Adriatic,
4-6-0 Ten Wheeler,
4-6-2 Pacific,
4-6-4 Hudson, Baltic,
0-8-0 switcher, Monster 1830s,
2-8-0 Consolidation,
2-8-2 Mikado, MacArthur, Mud Hen, Bee,
2-8-4 Berkshire, Big Mike, Kanawha, Lima, Big Emma
4-8-0 Twelve Wheeler, Mastodon,
4-8-2 Mountain,
4-8-4 Northern, Dixie, Niagara, Greenbriar,
0-10-0 switcher,
2-10-0 Decapod,
2-10-2 Santa Fe, Central,
2-10-4 Texas, Selkirk, Colorado, A.T. & S.F # 5000 "Madam Queen",
4-10-0 El Gobernador "The Governor" this is a specific name for one of a kind
S.P. # 237,
4-10-2 Southern Pacific,
0-12-0 1863,
4-12-2 Union Pacific.

The next group of locomotives is the Articulateds, which means hinged, where the front engine can swivel, simple or compound notwithstanding.

0-2-2-0,
0-4-4-0 First built by Fairly,
2-4-4-2,
0-6-6-0 "Old Maude" type, first in U.S.A., Fairly,
2-6-6-0,
2-6-4-4,
4-6-4-4,
2-6-6-2,
2-6-6-4 The N & W "A" among others; not first of its' type,
2-6-6-6 H-8 Allegheny, AG on the Virginian,
0-8-8-0,

2-8-8-0,
2-8-8-2 N & W "Y" Series from Y1 to Y6b among many others, Chesapeake,
2-8-8-4 Yellowstone, Cab Forward turned cab toward tender: AC-9,
4-8-8-2 Cab Forward which actually had three other wheel arrangements, this
being the latest, the others were 2-6-6-2, 4-6-6-2 & 2-8-8-2.,
4-6-6-4 Challenger,
4-8-8-4 Big Boy,
2-10-10-2 used on Virginian & SantaFe,
2-8-8-8-2 & 2-8-8-8-4 Triplexes where the third set of drivers were under the
tender, Erie & Virginian.

Then we have the Beyer-Garret, Beyer-Peacock articulateds such as: 2-6-2
+ 2-6-2, 4-6-2 + 2-6-4,
4-6-4 + 4-6-4, 2-8-2 + 2-8-2, 4-8-2 + 2-8-4 etc.

There are non-tender locomotives that are called tank engines, they are
designated with a "T" after their wheel numbers like: 0-4-0T, 2-4-2T, 2-6-0T Etc.

The next group of locomotives is the Duplexes: Most wearing the Pa. R.R.
Keystone then the B & O: a Rigid Frame with two sets of drivers & cylinders.

4-4-4-4,
4-4-6-4,
4-6-4-4,
6-4-4-6,
2-2-2-0 Teutonic.

The next set of wheel arrangements are the gear driven Shay, Heisler &
Climax, that are numbered by the number of trucks:

2 truck [8 wheels, all driven],
3 truck [12 wheels, all driven],
4 truck [16 wheels, all driven]

Last & probably least are the rack engines of a few different types, 0-4-0T, 2-4-0T, 2-4-2T, 0-4-2T.

FRED/EOT

The intent is to make this a monthly newsletter once again, so I would like to invite anyone with anything to contribute to
the next newsletter to please send it to me at
bamandlee@comcast.net.

Hope to see everyone at the NRHS show, if not before, making 2011 another great year of fun for the
Capital PenNScalers.

Membership Interest???

New members are always welcome and anyone interested in joining is free to attend meetings to get to know us. The club is a fairly laid back group and we are all here for fun and to enjoy the hobby. The club participates in many showings per year at various local and regional venues. Attendance is not mandatory, but is encouraged. Currently the club meets two times a month. Members have the option to construct their own modules using the N-Trak standards of construction. Members are free to create a unique theme or to model similar to current club modules. Existing club members are available for any questions or constructive suggestions for ideas. If you should decide to join the group, we do have annual dues of \$20 per household. This helps to offset group expenses somewhat and it is prorated depending on when you join. Details are on the club website. Look for the club events listed in this newsletter and on the club website and feel free to stop by and talk to us. We are more than happy to talk to everyone we meet.

If you have any questions or comments, please feel free to contact us @ info@pennscalers.org

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