

BULLFROG SNOT IS NOT A BUNCH OF BULL

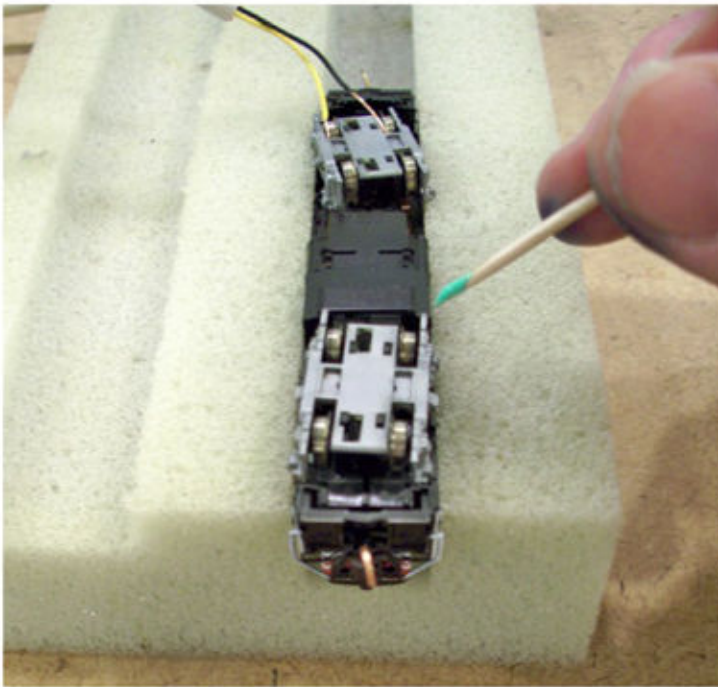
By Tony J. Bowen, MMR, Eastern Iowa Division



I think all of us have experienced that locomotive which looks good and runs great by itself on flat track, but once there is any kind of grade or weight being pulled, the locomotive just does not perform well. You may have tried traction tires to see if that helps or even added additional weight to the engine. Plastic traction tires for some scales tend to add extra wobbling to the locomotive and some lose electrical pick up. Over time the plastic traction tires can dry up, crack and ultimately fall off or get lost. Let's not forget that for steam engines you also have to tear down the side rods and running gear just to install a traction tire on the wheel. Well, the answer just might be in a little 1 oz. green jar of BULLFROG SNOT.

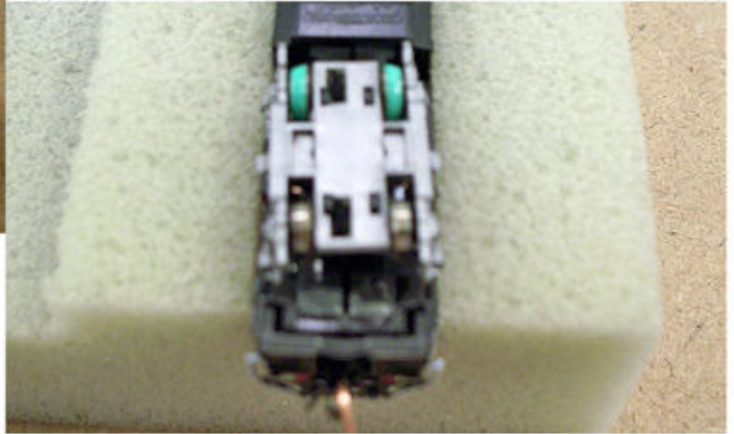
Bullfrog Snot is advertised as: "Extracted from the suffering sinuses of mature Mojave Macho male frogs in mating mode, as fast as our wrugged wranglers can wround 'em up off their free-wrange and herd 'em in ... just kidding!!" BULLFROG SNOT is easy using a toothpick, and applying one or two drops to a rotating drive wheel (power the belly-up loco). BULLFROG SNOT forms a thin, very grippy plastic traction tire, virtually invisible after it cures. Apply just enough to evenly cover the surface with a thin coat. Too much makes a mess. Allow the wheels to continue to turn as you watch BULLFROG SNOT cure, let the laws of physics create a nice round tire, until the color is gone – maybe 10 minutes or so. Then let it fully cure overnight, or at least several hours. Don't rush it, let BULLFROG SNOT do it's thing. It will change the way you run trains.

Curious to try this product for myself I set up a test on my layout just to see if it worked as well as it claims. I took an average Atlas RS-3 that runs well but can not pull as many cars as I would like to see. I coupled twelve cars behind the engine and sent it towards one of the grades I have on my railroad at a typical speed that I run most of my trains. Sure enough the RS-3 made it up the grade about a quarter of the way then stalled out spinning its wheels and going nowhere.



Taking the engine off the track I placed it into a form cradle, belly side up, and connected power to the wheels. Turning the power about mid way I took the tip of a toothpick and applied a thin layer of the light green BULLFROG SNOT to one axle (two wheels) of the engine.

I continued to let the wheels spin after the coat was applied and let the centrifugal forces self level the BULLFROG SNOT around the wheels. After about ten minutes I turned the power off and let the engine sit belly side up over night to cure.



After the BULLFROG SNOT dries, the light green color becomes more of a transparent dark green. The one oz. jar should last a modeler for quite a while, no matter what scale they are applying this to.

Now came the real test: I tried pulling the same twelve cars at the same speed to see the results. To my surprise, the engine headed up the grade pulling the same twelve cars, easily passing the point where it had previously stopped. There was no stalling and no wheel slipping whatsoever. I did notice a little wobbling to the engine at first, but after some continuous running the wobbling went away and the traction effort of the engine remained the same.

A Walther's Bright-Boy, Minitrix Wheel Cleaning Brush, or the Kadee Bissell Wheel Cleaner may

eventually peel off the BULLFROG SNOT. However these same products can damage most plastic traction tires as well. According to the information sheet, if it wears off just turn the engine belly side up; get the wheels rotating and scrape off the old layer with the blade of an X-Acto knife. Once the old layer is gone and the wheels are clean, a new coat of BULLFROG SNOT can be reapplied.

I will monitor how long the BULLFROG SNOT will last, and if it leaves any kind of film behind on the tracks. However, my initial impression is that this makes the chore of adding traction tires simple. I have noticed no change in the electrical conductivity to the engine I tried this on. However, for older engines without flywheels I suspect the electrical conductivity could be compromised. For more info, visit: www.bullfrogsnot.com ⓘ