

# The Mud Ring

The Official Newsletter of the Cinder Sniffers, Inc.  
*Home of the Original CliShay!*

[www.cindersniffers.org](http://www.cindersniffers.org)



Celebrating 64 Years



April 2020

## Just Do It!

By Chuck Balmer

On Saturday December 7<sup>th</sup> Chuck, Jim and Julie Balmer set up a display with the Allegheny at the local Williams Do It Best hardware store. This was a test to see if we could generate any interest in the railroad hobby.

We had a fun day with lots of interested viewers and found a guy that might be interested in coming to the track. The store owner was very interested in us doing this again with the possibility of advertising the show to bring in more viewers.

We were trying to think of venues other than railroad shows that might have people that would be interested in trains. The people coming into a hardware store at least have some knowledge of tools and machines. Since most schools no longer have any industrial arts programs, there aren't any places that we could get to the younger kids. This is something that other club members might be able to do in the Cincinnati area during the slow months.

We would like to thank Doug and the store's crew for their help in setting up and taking down the display.

## CSI COVID-19 UPDATE

In order to protect our members and our invited guests, the Executive Committee has decided that all CSI activities, including official runs, official meetings and official Saturday work sessions are cancelled through the end of May 2020. This is to align with the requirements of the federal and local state governments around social distancing and gatherings.

In the middle of May, the Executive Committee will re-evaluate when we might be able to resume normal operations.

Until then, stay safe!

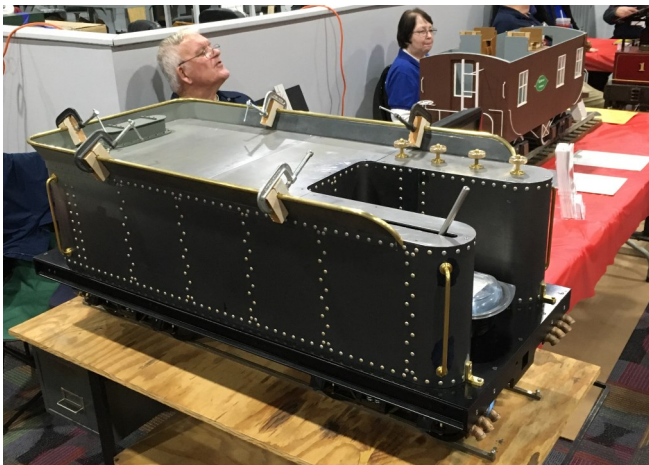


## 2020 Model Expo

By Donald Frozina

Photos by Lou Lockwood and Steve Chromik

The Cinder Sniffers were well represented at the 2020 Model Expo, held at EnterTRAINment Junction, on March 7th and 8th.



The display for the Cinder Sniffers consisted of Lou Lockwood's detailed toybox caboose, Steve Chromik's tender that has plenty of valves (4) and fittings (7)!

Carl brought out "Trouble" and many a person was peering into the firebox to see the new propane burner recently installed.

The Balmer Locomotive Works were also will represented with a display of their Northern and the S2 chassis.

Thanks to all that participated!

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**Cinder Sniffers, Inc.**

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## Dispatcher, What Time Is It?

A train conductor calls up the dispatcher and asked what time is it, as his watch had stopped working. The Dispatcher asks the conductor what railroad he works for. The conductor asks why that is that important.

The dispatcher says: If you are working for Union Pacific, it's 0820 hours. If you are working for BNSF, it's 8:20 am. If you are working for CSX, the little hand is on the 8 and the big hand is on the 4. And if you are working for Amtrak, it's Wednesday.

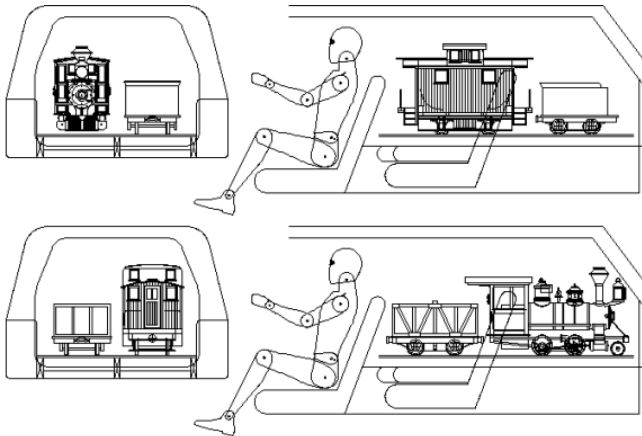


## Roy

By Denis Larrick

Many of you have seen "Family Vacation", a movie with Chevy Chase and his family struggling to visit Walley World and finding Marty Moose standing at the gate with a sign that the amusement park was closed. Chevy took the security guard (John Candy) at gun point and eventually met the founder Roy Walley (a spoof on Walt Disney's brother Roy Disney) to take them on the rides. But Disney's beloved train was notoriously absent. I had often thought of using an old Bachmann G scale Porter to create a 2-4-0 with four wheel tender (based on the very cute Disneyland #4 "Ernest Marsh") and naming it the "Roy Walley".

In 2018, I bought a Honda CRV, partially to have a small "haul car" for my electric cabooses, but it didn't take me long to think about a small steamer that could someday in my old age replace my heavy mogul that requires a pickup truck. Bob Day's "Lahaina", a 30" gage 0-4-2T saddle tank engine from Hawaii that burned in the Bel Air fire of 1961 was always on my mind, but the thought of Roy never left me. Either could be built around an Allen Models "Chloe" and both would fit in the CRV.



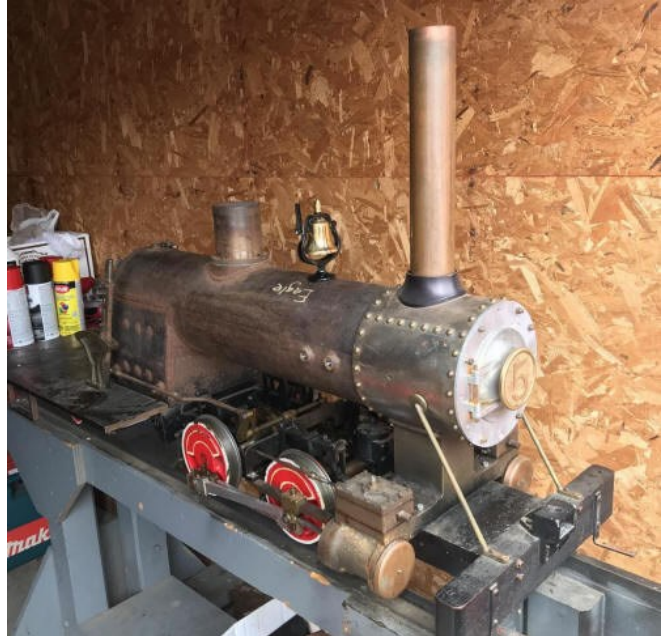
2018 HONDA CR-V measured on 6/3/2018

I sat up a few nights on Autodesk Inventor creating study models of both engines and 3D printed them for verification sitting on On30 track.



I am not quick at building. I knew I didn't have it in me to build another engine from scratch, but I might be able to modify one that was already built. I budgeted \$5000 and started searching the ads for a suitable Chloe to no avail. In April 2019, I gave up and approached a couple of established builders about the price of just a chassis and boiler of Chloe. By June, I had not received any replies.

Naturally I was three hours from home at a church conference on Lake Erie when an ad popped up on discover-livesteam.



A Chloe, chassis running on air and boiler welded and ready to pipe, offered for exactly \$5000. And it would be a week before I could get home to make a serious inquiry. But my thumbs on the phone at least fumbled through a preliminary email to the owner. The pictures looked hopeful.

The reply from Sacramento came from Dylan Post, a 19 year old. My heart sank thinking it was a high school shop project with many things to fix, but I sent him a list of 18 technical questions about the engine and he was able to answer all of them in great detail. And he mentioned that he did not build the engine himself. The chassis was built by Jim Gould and the boiler by Marty Knox, both professionals that I had known for thirty years! There was now no doubt that this was the engine I wanted.

And so I made him an offer for \$4600, since it was missing a lubricator and handpump, each \$200 from Locoparts.

*(Continued on page 4)*

*Roy (Continued from page 3)*

He told me it was an acceptable offer but someone got there first, however he had not heard from the first buyer for a few days. I wrote that I was willing to hit the bank first thing Monday and cut a cashier's check for the first \$3000. He wrote back that he liked me better. The engine was mine.

Dylan started looking at several shipping companies, and FedEx (two 100# boxes) came in at \$400. Talk about fitting in the budget. So I was nervously anticipating the truck to arrive. Excitement was in the air.

Then a glitch. Dylan wrote that his grandmother was in bad shape and his mom doesn't fly. She wanted him to drive her all the way across the country to Owensboro, KY. Dylan asked if he could deliver the engine personally. When he got here, we spent two hours going over every detail of the engine and the full set of drawings. It was amazingly complete. Needless to say, Dylan got the \$400 shipping cost and a bit more.

It took me a while to get the courage to make modifications to convert the 0-4-2 to 2-4-0. Bill Pollack came to the rescue with a band saw big enough to cut down the 3/8" steel cab/tank deck plate. The trailing truck was fairly easy to convert to a pilot truck and I reacquainted myself with the welder to build a pilot deck. All the time, the new shiny toy was sitting across the living room from my old 4-4-0 "Jimmy J", and the domes, stack, and cow-catcher were calling to me. It tore my heart out to rob Jim Jarvis's engine, but I rationalized that the only things I stole were ones I built myself. Poor old Jimmy J looks sad

without them, but maybe someday it will make good bones for someone else to create their own Phoenix.

The new engine would be a "convenience" engine. I already like the fact that I can lift off the boiler without a winch. And without the pilot and cab decks, I can lift the basic 0-4-0 chassis. I considered propane, but I ran that at Kings Island. Oil was my new fuel of choice. I could take an empty can on long road trips and buy the diesel when I arrive. Cinder Sniffer Paul Tabelaing ran a Little Engines 0-4-0 around his yard for years with an oil pot burner that used barbeque lava rock to create radiant heat.

In the spirit of recycling, my existing electric caboose is also in the correct scale to follow the new toy. I can build a simple four wheel chassis and make it into a tool car, freeing up the Plum Cove chassis for a future goose-esque motorcar looking like a flying pig that I have designed (which also fits the CRV). The four wheel tender and coal jimmy for the seat will be built on identical white oak frames and will be semi-permanently connected to function as the trucks of a comfortable eight wheel riding car. I have built a mockup plywood cab and tender body just to keep the dream alive. On the Internet, I have found 3D printable files of Marty Moose to put in the cab of Wally World Wail Woad #5, which ironically is my fifth 7.5" gage engine.

So the next step is to bring it to the track in the spring with the electric caboose to push it around for tracking tests. Estimated time of steaming? It's a lifelong hobby. Let's not rush it.

