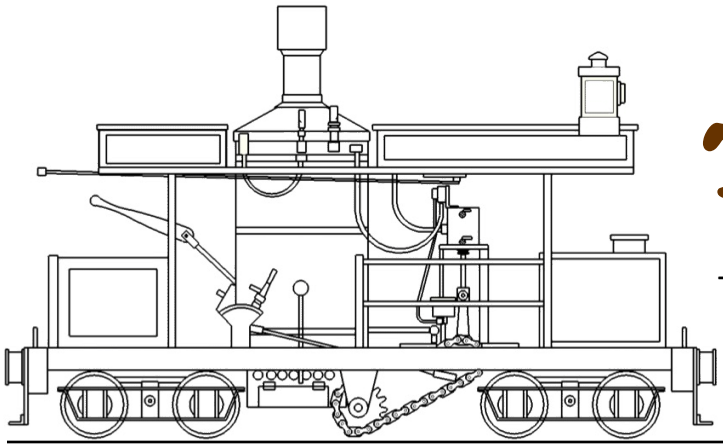


The Mud Ring

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

Special Fall 2018/Winter 2019 Edition

www.cindersniffers.org ★ ★ ★ *Celebrating 63 Years* ★

Extra! Extra! Cinder Sniffers Trestle Update/Repair

Donna R Hill-Frozina

Before we get too involved in the task of catching up on the Mud Ring, on behalf of all the members of the Cinder Sniffers, I want to send out a "THANK YOU!" to the folks that were involved in the updating and repair of our wonderful trestle out at the track. The usual suspects were involved: Ed Habel, Carl Schwab, Jim Keith and Dave Sams. According to Dave, Ed and Carl had a system worked out so he tells me the bulk of the work was completed by Ed & Carl.

Thank you, none of us would have a working track to enjoy if it wasn't for you!

Member Calendar

Mar 23	*EnterTRAINment Junction Scale Modelers Expo*	*9-5pm*
Apr 13	*Work Session Meeting (if needed)*	*9am Noon*
Apr 27	*Dayton TriState Train Meet*	*10am*
May 11	*Run Day Diner Host—Nan Sams*	*10am*
May 25	*Members Only Run Meeting (if needed)*	*Noon*

WOW! 'Tempus Fugit' when You're Hav'n FUN!!!

Donna R Hill-Frozina

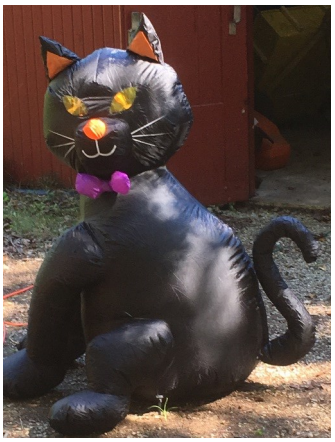
It's now the middle of February 2019, "**How did that happen!?"** Seems we were just planning for the Night Run and then cleaning out the Diner and talking about the work projects that would need our attention during the run season next year, which is now this year, prepping for the after Thanksgiving run and closing up shop till the January 1st run— and now we're having our first 2019 meeting, time just keeps going by faster every year!!!

While I was attending the Quad-State Blacksmithing Conference in Dayton, Ohio in 2018 I purchased some coal. Not just any coal. Nut size bituminous coal that was prepackaged in 50 lb bags. Donald and I had prearranged with a vendor I met the year before to purchase 40 bags on black gold mined from Pennsylvania. Denis Larrick and Donald Frozina paid to have 20 of these bags donated to the Cinder Sniffers to put in the awesome coal tower Denis had built and donated to the club last year. Unfortunately, I think due to the freeze thaw cycles of winter storage, there are quite a few crumbs/powder in each of the bags. But, lemon juice is easily turned into lemonade and the Balmer's are over the moon with their new stash of small coal pieces. Despite the crumbs, it has been observed that this coal burns very clean!! So clean, Denis kept thinking his fire must have gone out in his steamer while he was warming up in the diner on the Jan 1st run. The "smoke" coming from his stack while his steamer was building up heat in the steaming bay was so clear, that from the diner—it looked non-existent. Hot steam! Coming thru!!

Annual Night Run and Pot Luck

Donna R Hill-Frozina

The weather on September 29th for our members only Night Run was perfect. Once again Donald and I brought our RV the night before to the track and camped out with Kate and Gabe. Kate & Gabe did a great job getting the Halloween decorations out and set-up for the run. Donald had added to our collection of decorations for the season and everything looked ghoulish for the event.



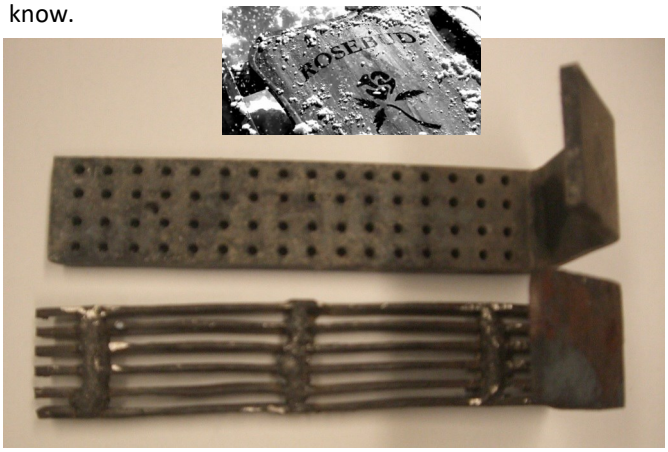
Look how awesome North Comfort looks! Thanks to the crew that repaired and painted one of the original structures built at the track. She should be good for another 10 years or so.

There was a good turnout of members and a wonderfowl time of haunting the rails and sharing a meal was enjoyed by everyone. Please let Donald or I know if you have any comments or suggestions for this years run.

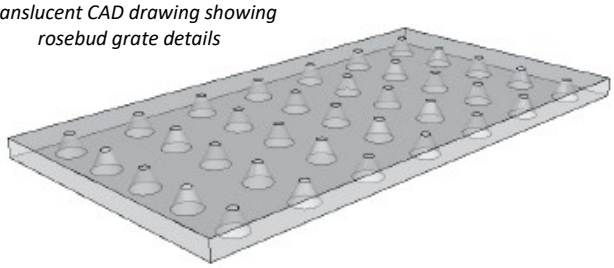
RoseBud Grate

Chuck Balmer

Below is a photo of the center portion of both a standard bar style grate and the Rosebud grate. I believe the theory of operation relies on the increased velocity of the air entering the fire. Since Anthracite coal has few volatile contents, it requires a lot of oxygen to keep it burning at a high temperature. Just like a forge requires a blower to produce a hot fire, restricting the grate openings increases the local velocity of the air entering the fire. This produces hot spots that keeps the fire burning at a high rate. This is why the fire goes out quickly if a high draft is not maintained. Jim Keith may know more about the theory behind the operation of the Rosebud grate. If you need more info let me know.



Translucent CAD drawing showing rosebud grate details



The drawing above shows how the holes are reamed out on the air in-take side and are narrowed for maximum velocity on the fire side of the grate.

Great Lake Live Steamers

Donald Frozina

While Donna, Katelyn and I were on vacation the week of October 15th, visiting The Henry Ford Museum and Greenfield Village, we were able to stop by the Great Lakes Lives Steamers on Friday, 10/19, at their Kiwanis Park site in Southgate, Michigan.

GGLS was setting up for their annual Halloween Runs. I met up with their President, Jerry Murray who invited us to mosey around their track while they were setting up their Halloween decorations.

Their kidney-shaped 7.5” gauge track is approximately 3,000 feet in length uses profiled steel rail. It is on flat land and runs between the trees in the park. The mainline switches have frogs, while a few in their yard are stubs. All switches are manually controlled. The layout rests on approximately a 600x200 foot plot of land.

They have 2 train sheds—tube-like—to store the locomotive and cars assigned to this location. There are 2 loader tracks, one fixed (most likely the original loader), and one like a transfer table. Neither adjust vertically, although they have long bridges.

(Continued on page 7)

Torch Lake Locomotive at Greenfield Village/Henry Ford Museum on its 145th Birthday

Over the Top Victorian

Denis Larrick

As I wait for that magical day when I finally find the house and land for my little railroad empire, I continue with dreamin' an' schemin'. The lumber is bought and cut for the engine house and the skeleton is taking shape. It is time to move on to designing the next obsession.

Long ago, I decided that I would build a station that could hold a garden tractor. That was partly out of practicality and partly so I could honor a friend that I never met. John Armstrong was the guru of HO track planning, and I admire him for taking one of my favorite aspects of the hobby and turning it into a business. I have all of his books and often chuckle at names he gave to towns. But of all of them, there was one name that always made me stop in my tracks. Therefore with a wink to John, my station will serve a village of Welsh immigrants called Llan Mawr.

Llan Mawr Depot is a collage of stations I have admired in books and on the Internet. There are serious overtones of Ward Kimball's Grizzly Flats Depot (which started as a Disney movie set), but the footprint owes itself to the Woodland Scenics HO scale flag stop depot that was once produced as a white metal casting kit.

Then I went off deep end. I gave it a steeper pitched roof to resemble Carl Fallberg's cartoon Fiddletown and Copperopolis station. To further accentuate the vertical cartoonish nature, I had to have board and batten strips above the wainscot.

Literally hours were spent pouring over Victorian Millwork drawings in books and on the net to come up with just the right ridge trim, gable posts, corbels, dental details, rake boards, circular attic vents, and transoms. The eyebrow trims above the doors and windows are a direct ripoff of the Erie and Lackawanna railroad stations of the northeast. I still want to incorporate an element or two from the Winton Place Station that is now preserved and restored in the Sharon Woods Historical Park north of Cincinnati.

The final crown is the clock cupola. Point of Rocks, Maryland had a similar cupola on their 1873 B&O station. The Sandy River and Rangeley Lakes two foot gage stations at Strong and Phillips, Maine, did as well. And nearer to home, this is also a detail on the Funway Station of the Cedar Point and Lake Erie Railroad.

I figure I will do the "fun" part first: making the gingerbread. These elements will be primed and stored in the attic until I have the courage to erect the structure in the back yard, held together, like the engine house, with cheap door hinges so it can be broken down to move easily.

What was the overall inspiration? It came from one of our own club members, Jim Aull, who built our Victorian McAllister Station and Der Outenhouse. Thanks, Jim.

2018 Holiday Dinner

Donna R Hill-Frozina

Attendance was plentiful during our 2018 Holiday Dinner held on November 4th at daSha's American Tavern. A good time of fellowship and camaraderie!

Oct 27, 2018 Work Session & Meeting

Volunteers Always Needed

As a non-profit organization everything works better when everyone chips in. If you have had an opportunity to volunteer to help the club run the diner or serve as a conductor/engineer/station master during a public run day or work on track or paint a building or help keep the fire-load of dead twigs and brush under control, etc.

Thank You!!

If you haven't had an opportunity lately to help out please consider doing so again this next year. We have a wonderful facility but it takes everyone chipping in to keep it that way.

Special Thanks! goes out to Peggy and Lee Hodgson on all their hard work clearing out the vast quantity of limbs/twigs/brush last year!! And, the year before!! And . . . .

CASTING FROM A 3D PRINTED PATTERN

CHUCK BALMER

About a year ago Denis Larrick made a 3D printed pattern for a hand wheel for his new tender. He asked me if I could make a casting from the pattern. I thought it would be a good test to see if the plastic pattern could be used to make a good quality sand mold. Due to the fact that the surface of the pattern was rough because of the printed layering of the plastic, I decided to coat the pattern with several layers of paint to smooth it out. I also had to make a new mold box to accommodate the style of the patterns that Denis made. The casting was poured in aluminum and came out with only a little clean up required.

As a result of this success I ask Denis if he would be willing to make a set of patterns for a bell and harp in ¾" scale. He said that he would give it a try. I provided him with a detailed print of a bell and harp from the Yankee Shops ¾" Hudson. He generated the patterns and after several coats of paint they were ready for a trial. (see figure 1) Since the patterns were smaller than the ones for the hand wheel, I had to make two new mold boxes. (see figure 2) Notice

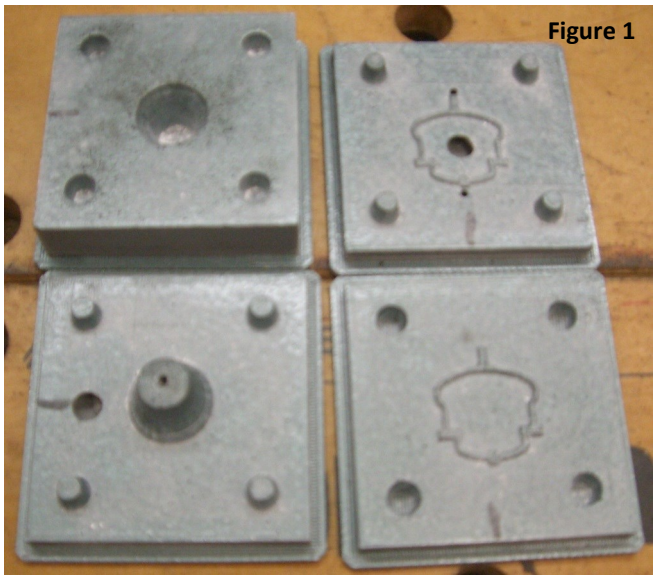


Figure 1

the scorch marks on the mold boxes. Because of the small pour sprue and the small volume of the mold it was difficult for Jim to pour the metal without it over flowing and setting the wood on fire. This is why we always have a spray bottle of water on hand to extinguish any fires.

Figure 2

I made the molds and we tried to pour them with bronze. Due to the small cross section of parts, the molds did not fill before the metal froze. I changed the size of the pour sprue and the position of the vent and tried again. Again the molds failed to fill. It was time to take a different approach.


Figure 3

I decided to change the pour sprue to feed metal at several points in the castings. I also decided to pre heat the molds to 300 Deg. F right before pouring the metal. This worked pretty well and there was only one small void in the bell that was easily repaired. (see figure 3)

The availability of 3D printing can make casting detailed parts a lot easier since a hand made wooden pattern is not needed. I hope to try this again so that the process can be further refined.

If you have not already done so, please get your club dues into Ed Habel, our treasurer. We don't need a lot of funds to keep the track going but every dollar counts. Thank you!

(Continued from page 3)

They have a very nice block and steel pavilion—a combination station, storage facility and restrooms—that were built with donations from the local redevelopment agency and a local Ford dealer.

I also had a chance to talk with Steve, who was managing the queue of riders, and Louie, who was taking photographs, about the challenges of maintaining and operating 2 separate layouts as GLLS has a second track at Starr Jaycee Park in Royal Oak, Michigan. The Royal Oak layout accommodates 7.5", 4.75" and 3.5" gauges and uses steel bar stock. The general consensus, it is very difficult to maintain 2 layout's.

While we were there, GLLS were also getting ready for the dedication and presentation of passed member's locomotive, riding car, eleven 10' passenger bench cars and caboose. The widow was present, along with a city council member and the town mayor.

Katelyn and I were able to get a train ride a bit after opening, as there was a slight drizzle.

A New 150 HP Case Traction Engine Built by Kory Anderson

Carl Schwab

The day of surprises in the world seem to be happening often these days. I'm not talking of all the internet magic, iPhones etc., I'm speaking of building mainline steam locomotives in England, talk of building a Pennsylvania T-1 here in the states. Restoration of several steam engines in the states. The list goes on.

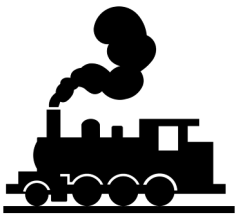
On the agricultural side of steam the "buzz" has been the the building of a Case 150 HP steam traction engine. Case made nine of these engines for road hauling. They were designed to haul forty to fifty tons of cargo from mines, grainery's, saw mills, etc. The flaw in the engines were the drive gears. I'm sure part of the problem was metallurgy but keep in mind that these gears were open to all the dirt and grit that could fall on the gears.

Case abandon the project but focused on building the Case 110 HP engine.

All of the 150 Hp engines disappeared save one boiler that survived in New Mexico. When found its serial number plate was still attached. This was the seed for the project to sprout and grow. All of the drawings were found in the J.I. Case archives in Racine, Wisconsin.

Twelve years later in 2018 in Andover, South Dakota at the James Valley Threshing Show, this engine was unveiled pulling a twenty four bottom plow.

Check out YouTube: Case 150 HP steam engine.



Across

1 Ouch! My toe!
4 Not a steamer but a ___
6 Used to move liquid
7 Safety lights for down below
8 What cattle travel in
10 Lever used to make engine move
11 Our track has 7-1/2", 7-1/4", 4-3/4", etc
12 Track illuminator
13 Bellmouth-shaped pipe
17 Wheel set
19 Carries track over a ravine
20 Safety item for Live Steamers
22 Connects cars
24 Flashing red

Down

2 Carries the fuel
3 Railroad stripes
5 Steam music!
8 Where the hot gas is expelled
9 Ribbit switch
14 Car at the end
15 Rotating track
16 4-6-4 Steamer
18 Keeps you from sliding off the rails
21 Air whistle
23 Moves water

Mud Ring Publication Schedule

Donna R Hill-Frozina

My plan is to put out 4 more Mud Ring issues this year: May, July, September and November.

For those of you who have contributed content over the years—Thank you!! Thank you!! Thank you!!

If you, or someone you know, has an interesting topic or article that you think should be part of our clubs news-letter—please send me an email or reach out to me during one of the run days. **verona15724@gmail.com**

Any and all train/steam/safety/club news contributions to the newsletter are appreciated.

The Mud Ring is the official newsletter of the
Cinder Sniffers, Inc.

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